VENTURA ROAD ELECTRONIC BILLBOARD

Initial Study/Mitigated Negative Declaration

Prepared for
City of Oxnard
Community Development Department

June 2022

ESA

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Prepared for
City of Oxnard
Community Development Department
214 South C Street
Oxnard, California 93030
805.385.8272

June 2022

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ENVIRONMENTAL CHECKLIST

Initial Study

1.0 Project Information

1. **Project Title:** Ventura Road Electronic Billboard

2. **City of Oxnard Contact Person and Phone Number and Address:**
City of Oxnard
Community Development Department
Planning Division
214 South C Street
Oxnard, California 93030
Joe Pearson, II, Senior Planner
805-385-8272

3. **Project Location:** The Project site is located on an approximately 1,000 square foot site located in the northern portion of the City of Oxnard within the County of Ventura (**Figure 1**). Specifically, the site is located on the north side of the U.S. 101 and immediately west of Ventura Road (**Figure 2**). The Project site is currently undeveloped.

4. **Project Sponsor's Name and Address:**
Foster Interstate Media, Inc.
1111 Broadway, Suite 1515
Oakland, CA 94607
T: 510-832-7070 x 1103
F: 510-832-7071
C: 415.385.1781

5. **General Plan Designation(s):** The Project site is designated under the City of Oxnard 2030 General Plan as Regional Commercial, according to the General Plan Land Use Map. The proposed Project conforms to the 2030 General Plan land use designation.

6. **Zoning:** The zoning designation for the proposed Project is RiverPark Specific Plan with a Commercial Retail Land Use.

7. Description of Project:

The Ventura Road Electronic Billboard is located on the north side of U.S. 101 and immediately west of Ventura Road. The Project site is located within the RiverPark Specific Plan and designated as Commercial Retail. The implementation of the proposed Ventura Road Electronic Billboard would require the approval of a Special Use Permit, a Development Agreement, and Street Vacation. The Project plans are provided in **Appendix A**.

Special Use Permit

The proposed Project includes a request for approval of a Special Use Permit for the installation and operation of an electronic billboard (**Figure 3**). The electronic billboard would include a digital display of advertisements of various businesses, activities, services or products. The proposed billboard would be supported by a pole that ranges in diameter from approximately 7 feet to 3 feet. The pole would extend approximately 40 feet below ground and approximately 65.5 feet above ground. The portion of the pole above ground would be painted primarily gray except for the upper 10.5 feet that would be painted black. The top of the billboard would be approximately 80 feet in height above the ground and the dimensions of the electronic billboard sign would be 14.5 feet in height and 48.5 feet in width (**Figure 4**). The existing ground level is at approximately the same elevation as the travel lanes along Ventura Road. The electronic billboard would have a two-sided light-emitting diode (LED) digital display that would have dimensions of 14 feet in height and 48 feet in width.

Electricity for the electronic billboard will be provided by electrical service located immediately adjacent to the Project site and require approximately 200 feet of trenching along the west side of Ventura Road right-of-way to an existing Edison electrical box for the electrical connection. The average electricity use is approximately 150 kilowatt hour (kwh) per day and approximately 54,000 kwh per year. Lighting levels on the digital sign will not exceed 0.3 foot candles above ambient light from a distance of 250 feet, as measured according to standards of the Outdoor Advertising Association of America. Brightness shall not exceed 300 nitere (nits) or candela per square meter from sunset to sunrise. At all other times, brightness will not exceed 7,500 nits. Illumination shall be directed such that minimal light spill will occur on either side or the top or bottom of the sign face. A light sensor will be installed with the sign to measure ambient light levels and adjust light intensity and brightness based on ambient conditions. The electronic sign will not display any moving, flashing, scrolling, fading, brightening or animated text or video. The signage will be controlled remotely and include remote maintenance software. LED lighting has a directional nature, and the projected viewing angle values for the proposed sign will be +14.9°/-34.6° vertically and ±45° horizontally. Louvers will be located above each row of lights to prevent light from projecting upward into the sky.

Construction activities would occur in approximately four days over a two-week period. There is ornamental landscaping located along Ventura Road right-of-way. Up to two days will be required to drill the footing and haul/dispose of excess dirt and pour concrete to set the column. After the concrete sets, the structure is built. Finally, the digital displays are built and set.

Development Agreement

The proposed Development Agreement will allow for the use of City property for the purpose of a Freeway Adjacent Digital Display Billboard. The agreement would also outline the required public benefits to be provided by the future development, including fiscal benefits to the City, such as revenue sharing. No other physical improvements are allowed or required by the development agreement.

Street Vacation

The Project site is within the current street right-of-way and is proposed to be vacated. As the underlying property owner, the City of Oxnard will retain ownership, making it a City-owned property.

8. Surrounding Land Uses and Setting.

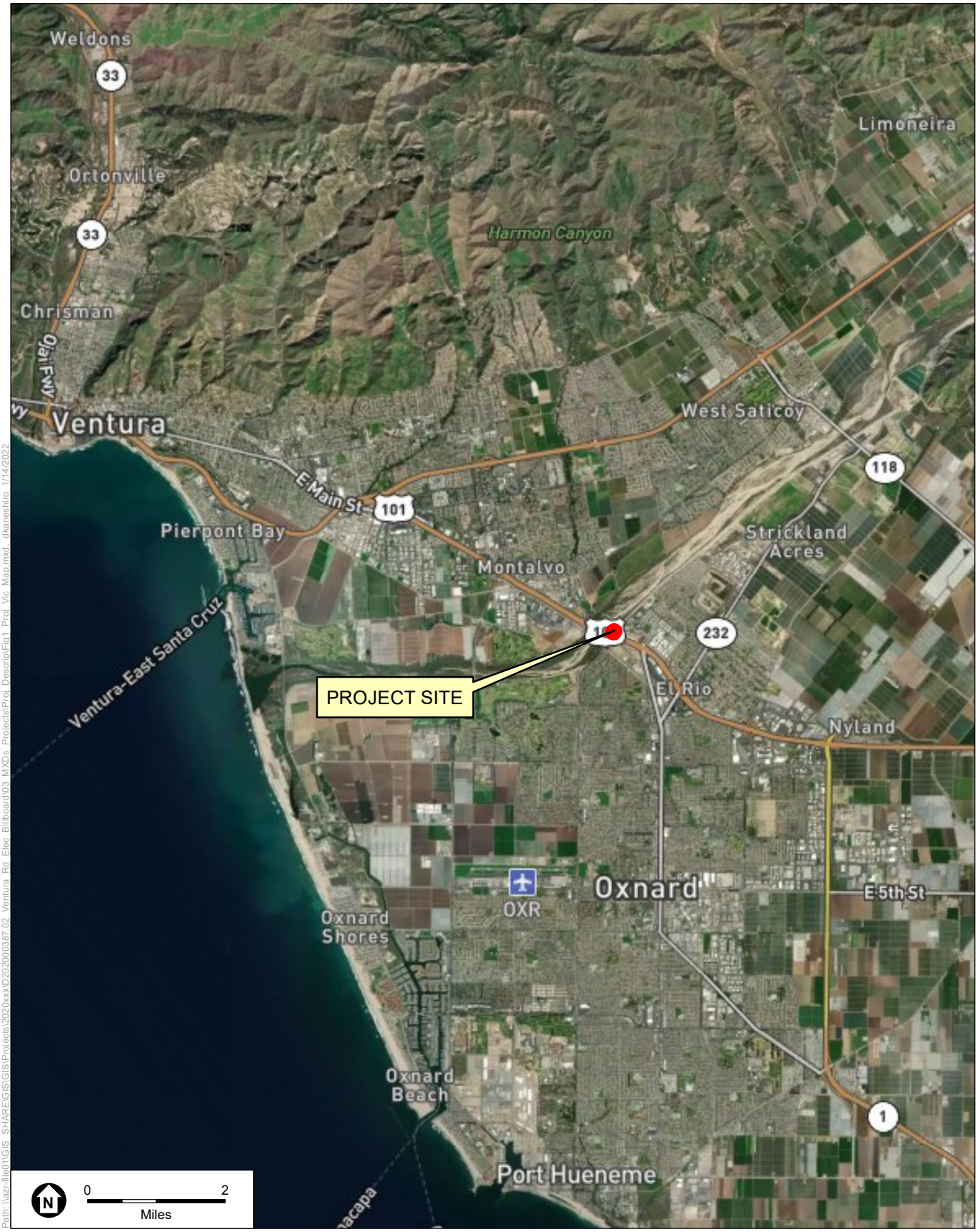
The area surrounding the Project site consists of a mix of office and commercial land uses. U.S. 101 is located immediately south of the Project site. Across U.S. 101 to the South, adjacent to Ventura Road, is The Wagon Wheel development which is currently under construction with residential townhomes, condominiums, and limited commercial development. To the north and west is The Santa Clara River Basin that includes vegetation. Recently, the vegetation within the Santa Clara River Basin and adjacent to U.S. 101 was removed by the County of Ventura for maintenance purposes. Northeast of and approximately 600 feet from the Project site is a senior housing facility, and other approved commercial development including a gas station and drive through restaurants.

9. Other public agencies whose approval is required.

The proposed Project will require an Outdoor Advertising Act Permit from the California Department of Transportation to ensure the proposed electronic sign does not represent a danger to motorists traveling along U.S. 101. No additional permits, financing approval or participation agreement will be required from other public agencies.

10. Have California Native American tribes traditionally and culturally affiliated with the Project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

The City of Oxnard sent a notification letter on November 23, 2021 to the Native American tribe that is on the City's Assembly Bill (AB) 52 list (**Appendix B**). This list includes only one tribe, Barbareno/Ventureno Band of Mission Indians, that has requested notification of projects within the City in accordance with AB 52. The Barbareno/Ventureno Band of Mission Indians did not request consultation with the City of Oxnard regarding the proposed Project.

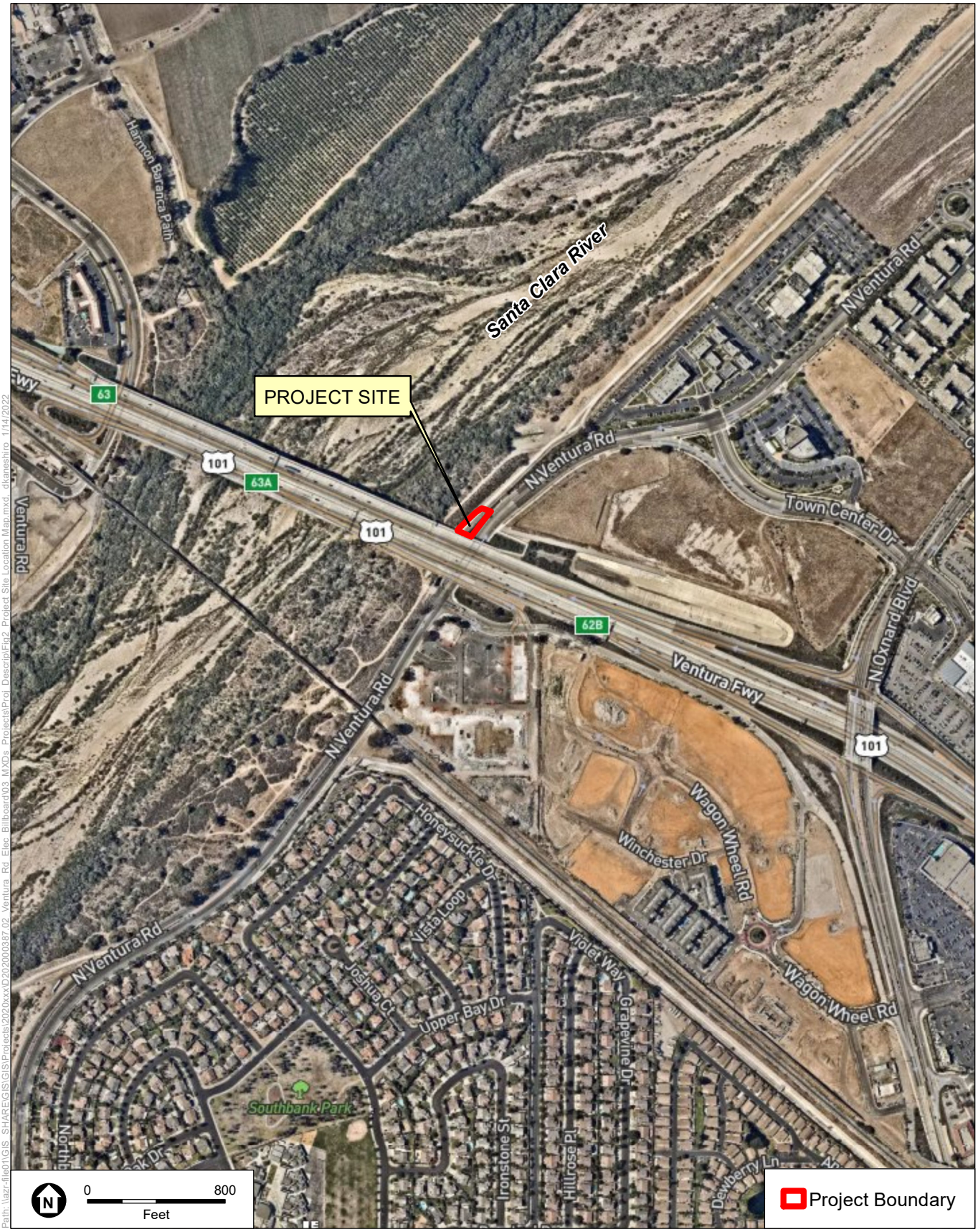


SOURCE: OpenStreetMap, 2022

Ventura Road Electronic Billboard Project

Figure 1
Project Vicinity Map

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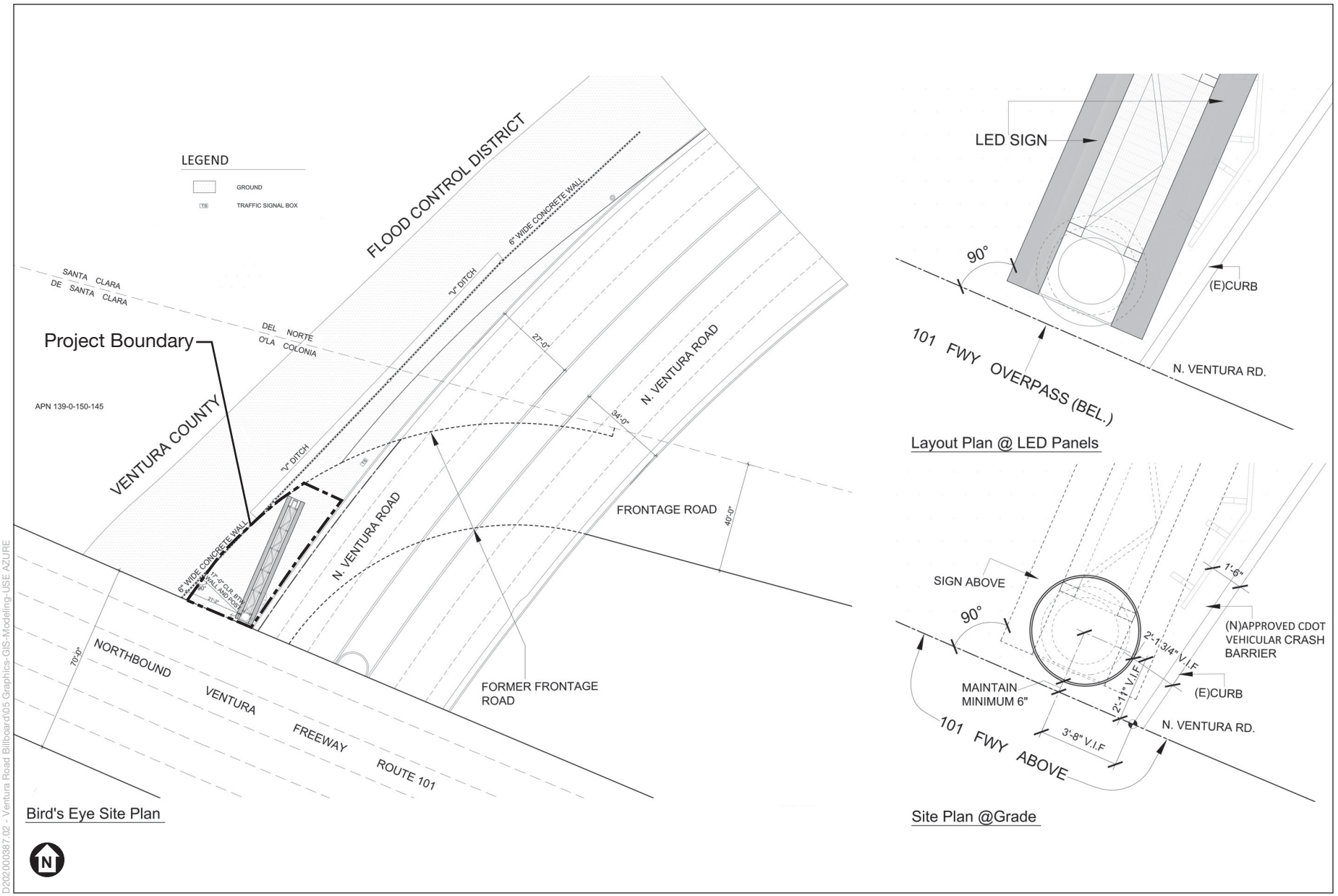


SOURCE: OpenStreetMap, 2022

Ventura Road Electronic Billboard Project

Figure 2
Project Site Location Map

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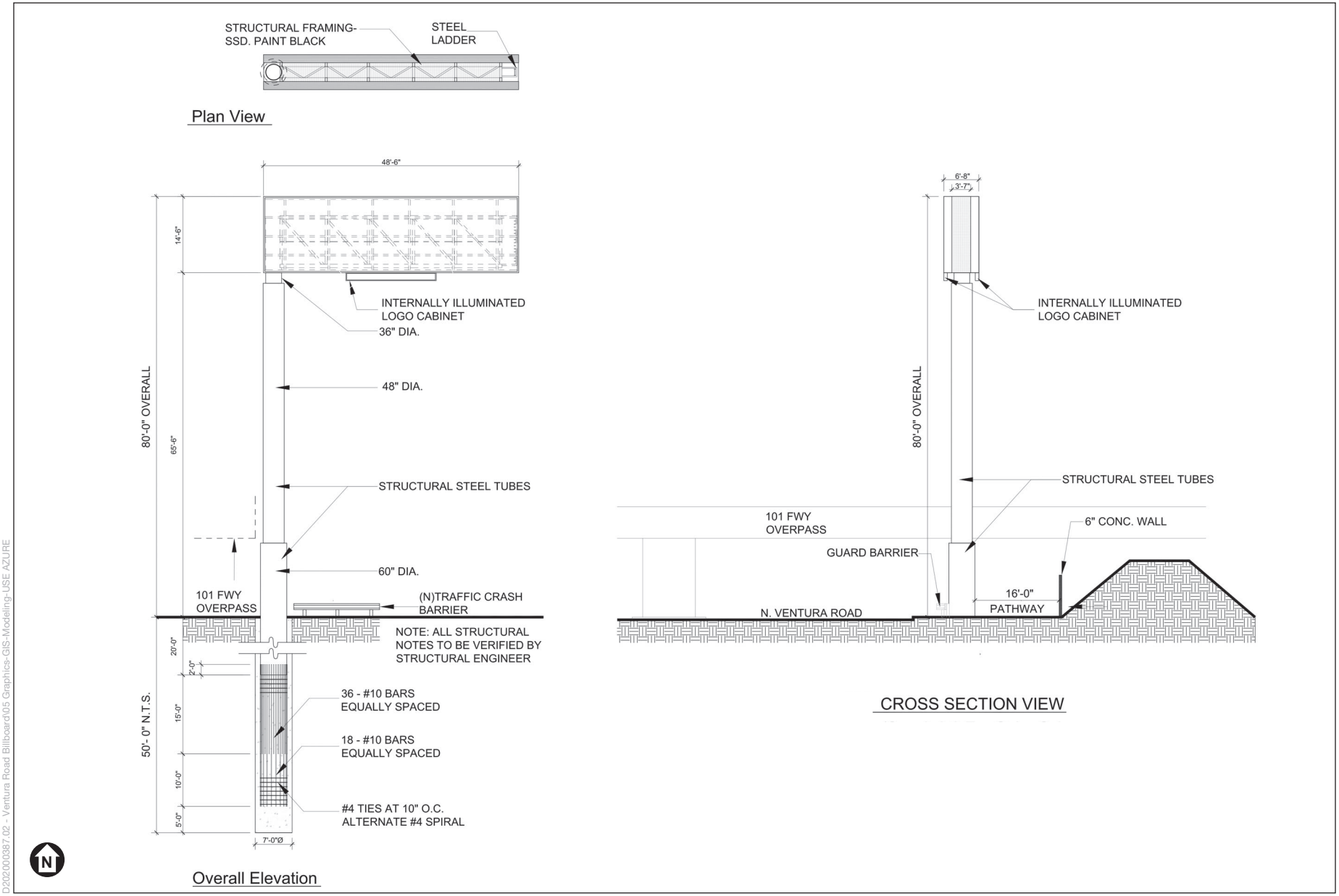
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SOURCE: ib+a architecture, 2020

Ventura Road Electronic Billboard Project

Figure 3
Project Site Plan

ESA



D2020000387.02 - Ventura Road Billboard\05 Graphics-GIS-Modeling-USE AZURE

SOURCE: ib+a architecture, 2020

Ventura Road Electronic Billboard Project

Figure 4
Electronic Billboard Elevation and Plan Views

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2.0 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" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

☐ Aesthetics and Urban Design	☒ Cultural Resources and Tribal Cultural Resources	☐ Mineral Resources	☐ Utilities and Energy
☐ Agricultural Resources	☐ Geology and Soils	☒ Noise	☐ Wildfire
☐ Air Quality	☐ Hazards and Hazardous Materials	☐ Population, Education, and Housing	☒ Mandatory Findings of Significance
☒ Biological Resources	☐ Hydrology and Water Quality	☐ Public Services and Recreation	
☐ Climate Change and Greenhouse Gas Emissions	☐ Land Use and Planning	☐ Transportation and Circulation	

DETERMINATION:

On the basis of this initial study:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

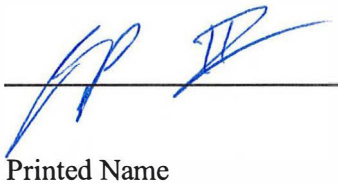
☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

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

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

Signature



Date

6/27/2024

Printed Name

Joe Pearson II
Interim Planning and Environmental Services Manager

For

3.0 Environmental Checklist

3.1 Aesthetics and Urban Design

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project have a substantial adverse effect on a scenic vista such as an ocean or mountain view from an important view corridor or location as identified in the 2030 General Plan or other City planning documents?	☐	☐	☒	☐
b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway, or route identified as scenic by the County of Ventura or City of Oxnard?	☐	☐	☒	☐
c) Would the project substantially degrade the existing visual character or quality of the site or its surroundings such as by creating new development or other physical changes that are visually incompatible with surrounding areas or that conflict with visual resource policies contained in the 2030 General Plan or other City planning documents?	☐	☐	☒	☐
d) Would the project add to or compound an existing negative visual character associated with the project site?	☐	☐	☒	☐
e) Would the project create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	☐	☐	☒	☐

Discussion

a) **Less than Significant Impact.** Based on a review of the Oxnard General Plan Background Report (City of Oxnard, 2006), there are scenic areas and view corridors within the City of Oxnard. The scenic areas and view corridors include local waterways, agricultural open space, beaches and coastline, scenic highways/roadways, and urban landscapes that maintain original historic architectural features and contain park/plaza features.

The proposed Project is located adjacent to U.S. 101 that is identified as part of the City's Scenic Highway System along the entire length of U.S. 101 from the eastern city limits to the western city limits at Ventura Road. The current views from U.S. 101 in the vicinity of the Project site include urban development such as commercial and residential uses as well as vegetation associated with the Santa Clara River Basin. The view from motorists traveling northbound on U.S. 101 from Oxnard Boulevard includes urban development on the north side of the freeway and construction activities for commercial and residential development on the south side of the freeway. Caltrans billboard signs are located along the north and south sides of the freeway, and limited landscaping is located on both sides of the freeway. Background views include the Coastal Mountain Range. The view from motorists traveling southbound on U.S. 101 from Johnson Drive and across the Santa Clara River Basin includes vegetation that is located within the Basin and includes Caltrans billboard signs. The bridge includes light poles that are spaced approximately 60 to 65 feet

apart from each other along the north side of the bridge and along the entire length of the approximately 1,700-foot long bridge. As southbound U.S. 101 motorists approach Ventura Road, views include urban development as well as construction areas. An advertisement billboard with a width of approximately 48 feet is on the south side of the freeway and immediately adjacent to the Ventura Road right-of-way. Background views from the southbound lanes include the Morgan Stanley Bank Tower and hills of Point Mugu State Park that bound the southeastern portion of the City of Oxnard.

The implementation of the Development Agreement, Street Vacation, and placement of the proposed electronic billboard on the Project site would include the placement of an 80-foot high pole (approximately 60 feet high as seen by motorists along U.S. 101) with an electronic billboard that would be 14.5 feet in height and 48.5 feet in width. A visual simulation of the proposed electronic billboard is provided in the Project Plans located in Appendix A. The implementation of the Project would result in an impact on motorist views traveling along U.S. 101. Northbound views of the Project area from U.S. 101 consist of urban development and background views include a portion of the Coastal Mountain Range. Southbound motorists' who approach Ventura Road from the U.S. 101 bridge over the Santa Clara River Basin include urbanized views in the Project area. Northbound and southbound motorists' views of the proposed electronic billboard would add another typical view of an urban landscape (i.e., billboards and Caltrans signs) that occurs along U.S. 101 outside of the Santa Clara River Basin views obtained by motorists traveling on the U.S. 101 bridge. Due to the urbanized setting of the Project area, Project impacts on northbound motorists' views that include an urban landscape as well as partial distant views of the Coastal Mountain Range would not be considered a substantial adverse effect on a scenic vista. Southbound motorists' views also include an urban landscape and minimal background views of the hills of Point Mugu State Park. The southbound motorists' views would be minimally impacted with the implementation of the proposed electronic billboard, and the impact would not be considered a substantial adverse effect on a scenic vista. Therefore, implementation of the proposed electronic billboard would result in less than significant effects on a scenic vista.

b) **Less than Significant Impact.** The Project site is located along the north side of U.S. 101. Currently, U.S. 101 is an eligible State scenic highway; however, it is not an official State-designated scenic highway (Caltrans, 2019). The nearest officially State-designated highway is State Route 33 located approximately 7 miles west of the Project site. Oxnard Boulevard is also an eligible State scenic highway as well as a City-designated scenic highway to U.S. 101. However, Oxnard Boulevard is approximately 0.4 mile east of the Project site and due to existing terrain as well as existing development, very limited views of the upper elevations of the proposed electronic billboard would be viewable. These limited views would not substantially alter the characteristics of existing views from Oxnard Boulevard. Therefore, the implementation of the proposed Project would result in a less than significant impact on existing scenic resources within a state or local scenic highway.

c) **Less than Significant Impact.** As discussed above, the Project would add a structure to motorists' view along the U.S. 101. The addition of the proposed electronic billboard would alter the existing visual characteristics along U.S. 101; however, because the area contains urban development and the proposed electronic billboard provides a typical view of an urban landscape (i.e., billboards and Caltrans signs) that occurs along U.S. 101, the visual alteration caused by the Project would not be considered a substantial change. Therefore, potential impacts from the visual alteration of adding the proposed electronic billboard to the visual landscape would be less than significant.

The City of Oxnard 2030 General Plan includes aesthetic policies to protect and enhance natural setting and scenic resources. A discussion of the Project's consistency with the applicable aesthetic policies is provided below.

Policy ER-6.1 includes the incorporation of views in new development. This policy requires development to provide physical breaks to allow views into scenic vistas and view corridors. Because the proposed Project includes a free-standing electronic billboard, the implementation of the Project would not conflict with this policy because motorists would briefly view the proposed billboard as they travel along U.S. 101. Therefore, the Project would be consistent with this policy.

Policy ER-6.2 includes the protection and enhancement of major scenic resources including the surrounding mountains. As discussed above, motorists traveling northbound along U.S. 101 would have a background view of the Coastal Mountain Range as well as partial views of the vegetation located within the Santa Clara River Basin; however, this background view would be bordered by foreground urban development for northbound U.S. 101 motorists. For southbound U.S. 101 motorists, the vegetation within the Santa Clara River provides a foreground view; however, this foreground view also includes urban development as the motorists' travel toward Ventura Road. Therefore, the addition of the proposed electronic billboard would not substantially impact the background views of the Coastal Mountain Range and Santa Clara River Basin or the foreground views of the Santa Clara River Basin. Thus, the Project would not conflict with this policy, and the Project would be consistent with this policy.

Policy ER-6.5 includes the control of light and glare. The policy requires advertising displays and billboards to use low-energy, shielded light fixtures which direct light downward and, where public safety would not be compromised, encourage the use of low-pressure sodium lighting for all outdoor fixtures. The proposed electronic billboard would utilize energy efficient light emitting diode (LED) technology, which is recognized by the U.S. Department of Energy as the most energy efficient lighting technology. The lighting of the proposed electronic billboard would be designed to allow the message on the display visible to passing motorists. The digital LED billboard technology allows sign brightness to be adjusted automatically depending on ambient weather conditions. The display, for example, would be brighter in the daytime than at night-time and responds to changes in the ambient light conditions. The proposed electronic billboard would require a California Department of Transportation Outdoor Advertising Act Permit from Caltrans. The

proposed billboard would 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 implementation of the proposed electronic billboard would not conflict with this policy. Therefore, the Project would be consistent with this policy.

Based on a review of the existing City of Oxnard sign regulations within the City of Oxnard Municipal Code, the proposed electronic billboard is not currently an allowed use within the City of Oxnard. However, as discussed above, the implementation of the proposed electronic billboard would result in less than significant impact to scenic vistas, scenic resources, and scenic highways, and the Project would result in a less than significant visual alteration of the existing visual characteristics as well as less than significant light and glare.

d) **Less than Significant Impact.** Currently, the Project site includes ornamental shrubs of oleander within the existing Ventura Road right-of-way. The Project site is landscaped and does not represent an existing negative view from the surrounding areas. The addition of the proposed electronic billboard would alter the existing visual characteristics of the Project area; however, as discussed above, this alteration would be considered less than significant. Therefore, the addition of the proposed electronic billboard would not add to or compound to an existing negative view of the Project site, and as a result the Project's impact would be less than significant.

e) **Less than Significant Impact.** The operation of the proposed Project would increase nighttime lighting in the Project vicinity. Currently, the City of Oxnard does not have a quantitative exterior light standard. Typically, lighting is quantified using footcandles which is the unit of measure expressing the quantity of light received on a surface. One footcandle is the illuminance produced by a candle on a surface one-foot square from a distance of one foot.

Light pollution or obtrusive light is highly subjective. To address concerns with light pollution, recommendations to limit light trespass onto adjacent properties from the International Commission on Illumination (CIE) were reviewed. The CIE identifies a light trespass illuminance of 0.5 fc or greater for urban areas such as the Project site and 0.2 fc or greater for natural areas such as the Santa Clara River Basin (CIE, 2003). Therefore, due to the absence of a current local light pollution standard, a significant light impact on the adjacent residents would occur if light levels are 0.5 fc or greater and a significant impact on adjacent natural areas would occur if light levels are 0.2 fc or greater.

The lighting associated with the proposed electronic billboard would be directed toward the travel lanes along U.S. 101. Louvers will be located above each row of lights to prevent light from projecting upward into the sky. As discussed above, the digital LED billboard technology allows sign brightness to be adjusted automatically depending on ambient weather conditions. The display, for example, would be brighter in the daytime than at night-time and responds to changes in the ambient light conditions.

The nearest current multifamily residential use is located approximately 600 feet east of the site; however, the City is processing an amendment to the RiverPark Specific Plan to allow for high density multifamily residential uses approximately 200 feet east of the Project site. Based on the Photometric Analysis provided in **Appendix C**, the light levels at the existing multifamily residential uses and the current multifamily uses that are currently being processed would be 0.1 fc or less. Because the light level would be less than 0.5 fc, the Project would result in a less than significant lighting impact on the existing and future adjacent residential uses. The sensitive willow riparian habitat area is located approximately 135 feet west of the Project site (i.e., west of the access road within the Santa Clara River Basin) and would result in an illumination of less than 0.2 fc based on the Photometric Analysis provided in Appendix C. Because the light level would be less than 0.2 fc, the Project would result in a less than significant lighting impact on the existing sensitive willow riparian habitat area.

To ensure that the images on the electronic billboard do not cause hazardous conditions to motorists, the billboard may show a series of still images, each displayed for at least eight seconds. The still images may not move or present the appearance of motion and may not use flashing or blinking lights or any other means not providing constant illumination. Transition or blank screen time between one still image and the next may not exceed one second. The implementation of these design features as well as complying with all applicable federal, state, and local laws, including the Highway Beautification Act of 1965 (23 United States Code Section 131) and the Outdoor Advertising Act (California Business and Professions Code Section 5200 et seq.), when constructing, operating, improving, maintaining, and repairing the proposed billboard would reduce potential light and glare impacts from the proposed electronic billboard to less than significant.

Although less than significant lighting impacts would occur, the following mitigation measures are recommended to further reduce less than significant light impacts.

> **Mitigation Measure AES-1:** The proposed light emitting diode (LED) billboard shall include an operating mechanism (hardware or software controlled) that turns off the display or turns it to all black in the event of a malfunction or failure in any system or subsystem that results in the display wholly or partly appearing to flash.
>
> **Mitigation Measure AES-2:** Within 14 days of the proposed electronic billboard being operational, annually, and as required by City staff (i.e., after maintenance, malfunctions, multiple complaints), the Applicant shall submit to the satisfaction of the Community Development Director the following information:
>
> - A third party test conducted after installation to verify that the electronic billboard complies with the requirements not to exceed 0.3 foot-candle above ambient light at 250 feet from the face of the electronic billboard or exceed the 0.5 foot-candle at any residential uses or 0.2 fc at the sensitive willow riparian habitat.

As identified above, the implementation of the above mitigation measures would further reduce a less than significant impact.

References

Caltrans. 2019. California State Scenic Highways. Available at: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Accessed on February 10, 2022.

City of Oxnard. City of Oxnard General Plan Background Report. Available at: https://www.oxnard.org/wp-content/uploads/2016/08/OxnardDraftBackgroundReport2006_04.21.06.pdf. Accessed on February 10, 2022.

exp. 2020. Digital Billboards Photometric Analysis. December 7, 2020. Appendix C of this IS/MND.

International Commission on Illumination (CIE). 2003. Guide on the Illumination of the Effects of Obtrusive Light from Outdoor Lighting Installations.

3.2 Agricultural Resources

Issues:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use?	☐	☐	☐	☒
b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Would the project involve other changes in the existing environment that, due to their location or nature, could result in conversion of off-site farmland to non-agricultural use?	☐	☐	☐	☒

Discussion

a) **No Impact.** The Project site is currently identified as Urban and Built-Up Land and not designated as Prime Farmland, Unique Farmland, Farmland, or Statewide Importance based on a review of the California Department of Conservation's California Important Farmland Finder (CDC, 2016). Therefore, the implementation of the proposed Project would not convert farmland to an urban use, and no impact to farmland would occur.

b) **No Impact.** Williamson Act contracts are formed between a county or city and a landowner for the purposes of restricting specific parcels of land to agricultural preserve areas. The Project site does not contain any agricultural uses. It is currently zoned for Specific Plan with a Commercial Retail land use. Because there are no active Williamson Act contracts associated with the Project site, the Project would not conflict with existing agricultural zoning or a Williamson Act contract. No Project impact would occur.

c) **No Impact.** Because there are no agricultural or forest lands located in the immediate vicinity of the Project site, the construction and operation of the proposed electronic billboard would not involve other changes in the existing environment that would result in the conversion of agricultural or forest lands. No impacts would occur.

References

California Department of Conservation (CDC), 2016. Available at: California Important Farmland Finder https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed on February 10, 2022.

3.3 Air Quality

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project conflict with or obstruct implementation of the Ventura County AQMP?	☐	☐	☒	☐
b) Would the project result in a cumulatively considerable net increase of any criteria pollutant in excess of quantitative thresholds recommended by the VCAPCD?	☐	☐	☒	☐
c) Would the project expose sensitive receptors to substantial pollutant concentrations exceeding state or federal standards or in excess of applicable health risk criteria for toxic air contaminants?	☐	☐	☒	☐
d) Would the project create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Discussion

a) **Less than Significant Impact.** Ventura County Air Pollution Control District (VCAPCD) is responsible for attaining and maintaining air quality standards in the Ventura County portion of the South Central Coast Air Basin (SCCAB) through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean air strategy of VCAPCD includes preparation of plans for attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, and issuance of permits for stationary sources of air pollution. The Ventura County portion of the SCCAB is designated as nonattainment for ozone for the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) and for respirable particulate matter 10 micrometers in diameter and smaller (PM10) for the CAAQS. VCAPCD and the Ventura Council Association of Governments (VCOG) are responsible for preparing the air quality management plan (AQMP), which addresses federal and state Clean Air Act (CAA) requirements. The VCAPCD has adopted Air Quality Management Plans (AQMPs) to meet the CAAQS and NAAQS. The VCAPCD Governing Board adopted the 2016 AQMP on February 14, 2017. The goals of the VCAQMP are to ensure that city and county population growth do not interfere with emission reductions and progress in meeting the state and national ambient air quality standards.

The proposed Project is located within the Ventura County portion of the SCCAB, which is under the jurisdiction of the VCAPCD for air quality planning and control. As such, VCAPCD's 2016 AQMP is the applicable air quality plan for the proposed Project. Projects that are consistent with the regional population, housing, and employment forecasts identified by VCOG are deemed consistent with the AQMP growth projections, since the forecast assumptions by VCOG forms the basis of the land use and transportation control portions of the AQMP. Additionally, because VCOG's regional growth forecasts are based upon, among other things, land uses designated in general plans, a project that is consistent with the land use designated in a general plan would also be consistent with the VCOG's regional forecast projections, and thus also with the AQMP growth projections.

The billboard Project would generate temporary emissions that would occur during the construction associated with installation activities. These emissions would be short-term in nature (approximately 4 days of construction for the billboard installation) over a two-week period. The billboard operations would not generate additional employment or population growth or transportation impacts from increased vehicle trips. Ongoing operation of the billboards would require power in the form of purchased electricity and would not generate any direct emissions of criteria pollutants or ozone precursors at the Project site, aside from minimal emissions from occasional site visits for maintenance or repairs.

The VCAPCD Ventura County Air Quality Assessment Guidelines exempts projects with de minimis emissions from Consistency Assessments. According to Section 4.2.1, Projects Exempt from Consistency Assessments, a project that conforms to the applicable General Plan designation and has emissions below two pounds per day of reactive organic compounds (ROC), and below two pounds per day of nitrogen oxides (NO_X), is not required to assess consistency with the AQMP. According to Section 5.2, Calculating Ozone Precursor Emissions from Project Construction, the VCAPCD does not consider emissions from construction activities towards VCAPCD thresholds since construction emissions are temporary.

The Project would not generate air pollutant emissions during operations, and is thus not required to assess consistency with the AQMP. Further, as discussed above, the billboard operations would not generate additional employment or population growth or transportation impacts from increased vehicle trips. Therefore, the Project would have no impact with respect to conflicts with or obstruction of implementation of the applicable air quality plan.

b) **Less than Significant Impact.** The City of Oxnard has not developed specific air quality thresholds for air quality impacts. However, as stated in Appendix G of the CEQA Guidelines, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the above determinations. As such, the significance thresholds and analysis methodologies in VCAPCD's CEQA Air Quality Handbook are used in evaluating Project impacts. The VCAPCD's CEQA Air Quality Handbook focuses on reducing ozone precursor emissions, which includes ROCs (also referred to as volatile organic compounds [VOCs]) and NO_X because emissions of these pollutants could jeopardize attainment of the NAAQS and CAAQS for ozone in Ventura County. The other criteria pollutants of concern include: carbon monoxide (CO), which is a colorless and odorless gas and can cause dizziness, confusion, unconsciousness or even death at high levels; sulfur dioxide (SO_2), which is also colorless and can cause asthma exacerbation, including bronchoconstriction accompanied by symptoms of respiratory irritation, such as wheezing, shortness of breath and chest tightness; and PM10 and fine particulate matter 2.5 micrometers or less in diameter (PM2.5), which can worsen respiratory diseases, including asthma and chronic obstructive pulmonary disease, leading to hospitalization and emergency department visits and respiratory mortality. The

VCAPCD has not established mass emission significance thresholds for CO, SO_2, PM10 or PM2.5.

Construction

Construction emissions from projects are considered short term and temporary but could adversely affect air quality. Emissions of ozone precursors and particulate matter are a potential concern in the Ventura County portion of the SCCAB since the area is designated as nonattainment for ozone (NAAQS and CAAQA) and PM10 (CAAQS). Emissions of ozone precursors ROC and NO_X are primarily generated from heavy-duty equipment and motor vehicle exhaust and vary as a function of vehicle trips per day associated with soil hauling, delivery of construction materials, and worker commute trips, and the types and number of heavy-duty, off-road equipment used and the intensity and frequency of their operation. Particulate matter (i.e., PM10 and PM2.5) is among the pollutants of greatest localized concern with respect to construction activities given that particulate concentrations tend to be higher near the source of the emissions. Particulate emissions from construction activities can lead to adverse health effects and nuisance concerns, such as reduced visibility and soiling of exposed surfaces. Particulate emissions can result from a variety of construction activities, including drilling/excavation, vehicle travel on paved and unpaved surfaces, and vehicle and equipment exhaust. Construction emissions of PM can vary greatly depending on the level of activity, the specific operations taking place, the number and types of equipment operated, local soil conditions, weather conditions, and the amount of earth disturbance.

Proposed construction activities associated with billboard installations would generate temporary pollutant emissions from the following construction activities: (1) drilling and haul of excavated soil; (2) column set/concrete pour; (3) build and set of the billboard structure; and (4) build & set digital displays. These construction activities would create emissions of dust, fumes, equipment exhaust, and other air contaminants. The daily quantity of emissions generated would vary, depending on the intensity and types of construction activities occurring during each task.

Construction emissions from the proposed billboard Project is estimated to require four days of construction activity. For the purposes of the air quality analysis, the construction activities were modeled for the earliest potential time frame to provide for a conservative analysis. Construction of the Project is assumed to occur in 2022. If construction occurs subsequent to 2022, the emissions presented in this IS/MND would be conservative as emissions occurring in future years would be lower than those calculated for 2022 due to the use of a more energy-efficient and cleaner burning construction vehicle fleet mix, pursuant to State regulations that require vehicle fleet operators to phase-in less polluting heavy-duty equipment. Assumptions, including information on equipment horsepower, hours of operation, vehicle trip distances and the model output, are included in **Appendix D**. CalEEMod version 2020.4.0 was used with Ventura County defaults whenever appropriate to ensure a location specific, but generic emission model that would apply to a range of installation scenarios. **Table AQ-1**, *Construction Schedule and*

Equipment, below summarizes the basic construction schedule, equipment and on-road vehicle types and trips.

TABLE AQ-1
CONSTRUCTION SCHEDULE AND EQUIPMENT

	Days	Equipment	Daily Haul / Equipment Delivery Trips[a]	Daily Worker Trips[a]
Drilling / Haul Soil	1	Excavator/Drill Skid Steer Loader Dump Trucks	12	8
Column Set / Concrete Pour	1	Crane Truck mounted Aerial Lift Concrete Pump Concrete Mixers (trucks)	12	10
Build & Set Structure	1	Crane Truck Mounted Aerial Lift Air Compressor	8	10
Build & Set Digital Displays	1	Crane Truck Mounted Aerial Lift	8	10

[a] Haul and construction worker trips are inbound and outbound trips, with one inbound and one outbound trip comprising a roundtrip. Haul and delivery trips are for the export of soil, import of cement and delivery of the billboard columns, display, and associated materials.

SOURCE: City of Oxnard, 2022

It is mandatory for all construction projects in the SCCAB to comply with VCAPCD Rule 55 for controlling fugitive dust. Incorporating Rule 55 into the proposed Project reduces regional PM10 and PM2.5 emissions from construction activities. Specific Rule 55 control requirements may include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12 inches, and maintaining effective cover over exposed areas. Compliance with Rule 55 was accounted for in the construction emissions modeling.

Ventura County Guidance specifies that construction-related emissions are not counted towards the significance thresholds for the ozone precursors (ROC and NO_X) since the emissions are temporary. However, they should be mitigated if they are predicted to exceed the threshold level (25 pounds per day of ROC or NO_X in the Project area).

The VCAPCD has not established a quantitative threshold for fugitive dust emissions, but provides qualitative criteria in its Air Quality Assessment Guidelines.

A project that may be reasonably expected to generate fugitive dust emissions in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which may endanger the comfort, repose, health, or safety of any such person or the public, or which may cause, or have a natural tendency to cause,

injury or damage to business or property (see California Health and Safety Code, Division 26, §41700) will have a significant adverse air quality impact.

Table AQ-2, *Maximum Daily Total Construction Emissions*, summarizes the estimated emissions of criteria air pollutants and ozone precursors associated with a typical billboard installation for each individual construction phase (day) along with the maximum daily emissions. These emissions are compared to VCAPCD's daily operational significance threshold for ROG and NO_X emissions to determine if mitigation should be implemented. As shown, the maximum daily emissions would be below the operational thresholds. Therefore, the proposed Project would not result in any significant construction emission impacts for these nonattainment pollutants, nor require any mitigation measures beyond those incorporated into the Project design (e.g., fugitive dust control according to VCAPCD Rule 55, compliance with state truck regulations).

TABLE AQ-2
MAXIMUM DAILY TOTAL CONSTRUCTION EMISSIONS

	Maximum Regional Emissions (lbs/day)					
	ROG	**NO_x**	**CO**	**SO_2**	**PM^{10}**	**$PM^{2.5}$**
Drilling / Haul Soil	<1	5.5	6.1	<1	<1	<1
Column Set / Concrete Pour	<1	8.1	5.6	<1	<1	<1
Build & Set Structure	<1	7.9	6.0	<1	<1	<1
Build & Set Digital Displays	<1	6.0	3.6	<1	4	4
Maximum Daily Emissions [a]	**<1**	**8.1**	**6.1**	**<1**	**<1**	**<1**
Operational Significance Thresholds / Screening Levels	25 [b]	25 [b]	—	—	—	—
Significant Impact?	No	No	NA	NA	NA	NA

[a] Maximum daily emissions are for each individual pollutant that results in the greatest emissions on a peak day of construction. Note: All emissions shown above include VCAPCD Rule 55 fugitive dust reduction measures.

[b] VCAPCD operational significance thresholds.

SOURCE: ESA, 2022

Operation

Proposed operational activities associated with the operation of the proposed electronic billboard would not generate any direct emissions of criteria pollutant and ozone precursors. Furthermore, the operation of the billboard would not generate any employment or population growth and related emissions nor any additional daily vehicle trips or transportation related emissions of criteria pollutants or ozone precursors (minimal emissions from occasional site visits for maintenance or repairs may occur periodically).

The operation of the billboard would not result in emissions of ozone precursors in excess of the ROC and NO_X operational significance thresholds, and impacts from these pollutants would be less than significant. Operation of the billboard would also not generate PM10 or PM2.5 emissions from fugitive dust are minimal and would not cause injury, nuisance

or health impacts to a significant number of persons of the public. Therefore, impacts from fugitive dust (PM10 and PM2.5) emissions would be less than significant.

Cumulative

The geographic scope for regional air quality impacts consists of the air basin(s) in which Project emissions would occur. The VCAPCD's approach for assessing cumulative impacts is based on attainment of ambient air quality standards in accordance with the requirements of the CAA and California Clean Air Act. As discussed earlier, the VCAPCD has developed a comprehensive plan, the 2016 AQMP, which addresses the region's cumulative air quality condition. CEQA Guidelines Section 15064(h)(3) provides guidance in determining the significance of cumulative impacts, stating in part that:

> *A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program which provides specific requirements that will avoid or substantially lessen the cumulative problem (e.g., water quality control plan, air quality plan, integrated waste management plan) within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency.*

For purposes of the cumulative air quality analysis with respect to CEQA Guidelines Section 15064(h)(3), the proposed Project's incremental contribution to cumulative air quality impacts is determined based on compliance with the VCAPCD's adopted 2016 AQMP. With respect to the Project's short-term construction-related air quality emissions and cumulative conditions, VCAPCD has developed strategies to reduce criteria pollutant emissions outlined in the AQMP pursuant to the federal CAA mandates. Construction of the Project would comply with VCAPCD Rule 55 fugitive dust control requirements and the ATCM to limit heavy duty diesel motor vehicle idling to no more than five minutes at any location. These measures would also be imposed on trucks used for construction in the State, which would include the cumulative projects in the Project area. Additionally, with respect to operational emissions, the Project's emissions would be less than the significance thresholds, and the Project would not conflict with the AQMP. Since the Project's construction and operational emissions would not exceed the VCAPCD's regional significance thresholds, and the proposed Project would not conflict with the AQMP, cumulative construction and operational impacts would be less than significant.

c) **Less than Significant Impact**. Sensitive receptors are individuals who are considered more sensitive to air pollutants than others. The reasons for greater than average sensitivity may include pre-existing health problems, proximity to emissions sources, or duration of exposure to air pollutants. Schools, hospitals, and convalescent homes are considered as relatively sensitive to poor air quality because children, elderly people, and the infirm are more susceptible to respiratory distress and other air quality-related health problems than the general public. Residential areas are considered sensitive to poor air quality because

people usually stay home for extended periods of time, with associated greater exposure to ambient air quality. Because the installation of the proposed billboard would occur approximately 600 feet from an existing residence, construction air emissions would disperse in the environment and decrease with distance from the source. The limited emissions from construction activities would not cause a significant impact to sensitive receptors as discussed below.

Carbon Monoxide Hotspots

Emissions of carbon monoxide (CO) are generated in greatest quantities from motor vehicle combustion of fossil fuels and are usually concentrated at or near ground level because they do not readily disperse into the atmosphere, particularly under cool, stable (i.e., low or no wind) atmospheric conditions. Localized areas where ambient concentrations exceed State and/or federal standards are termed CO hotspots. Traffic impacts and the potential for CO hot spots from the operation of motor vehicles related construction of the proposed Project would be minimal as there are less than 20 additional one-way trips per day from construction related haul vehicles and construction worker automobiles combined. In fact, the VCAPCD requires a screening analysis to determine the potential for CO Hotspots for any Project with indirect emissions greater than the applicable ozone (ROG and NO_x) Project significance levels as analyzed Section 3.3 b) above where roadway intersections are currently operating at or are expected to operate at a Level of Service (LOS) of E or F. As indicated in Table AQ-2 above, the proposed Project would be below significance thresholds for ROG and NO_X, indicating the low potential for Project impacts.

Operation of the billboards would not result in any regular vehicular activity, though there may be the occasional site visit for maintenance or repairs. These would result in negligible emissions and result in a negligible impact on traffic, and impacts would be less than significant.

Localized Air Quality Impacts – TACs

Project construction would result in short-term emissions of diesel PM, a TAC. Diesel particulate matter poses a carcinogenic health risk that is measured using an exposure period of 70 years for a lifetime exposure or 30 years for a residential exposure. The exhaust of off-road heavy-duty diesel equipment would emit diesel particulate matter from off-road construction vehicles and from on-road cement trucks and haul trucks, delivery tractor trailers during the short construction phase for the proposed billboard. The dose to which receptors are exposed is the primary factor used to determine health risk (i.e., the potential exposure to TACs to be compared to applicable standards). Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the maximally exposed individual. Thus, the risks estimated for a maximally exposed individual are higher if a fixed exposure occurs over a longer time period. According to the Office of Environmental Health Hazard Assessment (OEHHA), carcinogenic health risk assessments, which

determine the exposure of sensitive receptors to TAC emissions, should be based on a 70-year exposure period for a lifetime exposure or 30 years for a residential exposure; however, such assessments should be limited to the period or duration of activities associated with the proposed Project.

The construction period for the proposed billboard installation is approximately four days in duration over approximately two weeks and would not represent a significant dose. Additionally, the billboard would be located approximately 600 feet from the nearest residence. Given the short duration of the construction activities, and the distance of the sensitive receptors from the Project, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

Operation of the billboard would not result in any direct emissions, as it would utilize purchased electricity to power for lighting. Further, operation of the billboard would not generate daily vehicle trips or transportation related emissions of criteria pollutants or ozone precursors (minimal emissions from occasional site visits for maintenance or repairs may occur periodically). Therefore, implementation of the proposed electronic billboard would not result in emissions of TACs that would substantially impact sensitive receptors, and the impact would be less than significant.

d) **Less than Significant Impact.** During installation of billboard, diesel exhaust from diesel trucks and off-road construction equipment construction equipment may emit odors. Such odors would be a temporary source of nuisance to adjacent uses but would not affect a substantial number of people. As odors associated with Project construction would be temporary and intermittent in nature, the odors would not be considered as a significant environmental impact. Therefore, construction activities would result in less than significant impacts with respect to other emissions, including those leading to odors.

There are no direct emissions associated with the operation of the billboard, and operational impacts would not result in any odor impacts and, therefore, would be less than significant with respect to odors. The Project would not generate other emissions that would adversely affect a substantial number of people as discussed in Section 3.3 b) and c) above, and impacts would be less than significant.

References

City of Oxnard. 2022. Construction Assumptions for Electronic Billboard.

VCAPCD 2003. *Ventura County Air Quality Assessment Guidelines.* October. Available: http://www.vcapcd.org/environmental-review.htm.

VCAPCD 2017. *Final 2016 Ventura County Air Quality Management Plan*. February 14. Available: http://www.vcapcd.org/pubs/Planning/AQMP/2016/Final/Final-2016-Ventura-County-AQMP.pdf

3.4 Biological Resources

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Would the project have a substantial adverse effect on federally protected waters of the U.S. as defined by Section 404 of the federal Clean Water Act or protected waters of the state as defined by Section 1600 et seq. of the California Fish and Game Code (including, but not limited to, marshes, vernal pools, coastal wetlands) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Would the project conflict with any local policies or ordinances protecting biological resources?	☐	☐	☐	☒
f) Would the project conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion

a) **Less than Significant with Mitigation Incorporated.** The Project site is located on the southeast side of the Santa Clara River southbank levee along Ventura Road in the City of Oxnard. The Project site is planted with ornamental shrubs of oleander (*Nerium oleander*). Dominant vegetation around the Project site and surrounding property includes non-native grasses and herbaceous species along with sparse, sporadic cover of native mulefat (*Baccharis salicifolia*) saplings and rabbit tobacco (*Pseudognaphalium* sp.). The Santa Clara River is located on the opposite side of the levee from the Project site, and approximately 135 feet to the northwest is where riparian habitat was observed. The active channel of the Santa Clara River is greater than 380 feet from the Project site. Willow riparian woodland habitat dominates the southbank of the river and transitions to coastal sage scrub habitat located between the northwest side of the levee and the southeast side of the Santa Clara River Basin access road (**Appendix E**). During a site visit on February 16, 2022, an ESA biologist observed large patches of both willow riparian woodland habitat and coastal sage scrub habitat had been recently removed. Willow riparian woodland habitat that had once been located along U.S. 101 has been removed. There was approximately 0.5 acre of willow riparian woodland along U.S. 101 that has been removed.

Upstream of the approximately 0.5 acre, the willow riparian habitat previously extended approximately 200 feet from the mainstem of the Santa Clara River; however, now extends approximately 100 feet from the mainstem because of recent vegetation removal (Appendix E).

A database review showed that the Project site itself is not overlain within U.S. Fish and Wildlife Service (USFWS)-designated Critical Habitat for any special-status plant or wildlife species (USFWS 2022a); however, southwestern willow flycatcher (*Empidonax traillii extimus)* Critical Habitat is mapped as occurring throughout the Santa Clara River riparian area. Additionally, the California Natural Diversity Data Base (CNDDB) and California Native Plant Society (CNPS) Rare Plant Inventory identified 25 special-status species being recorded within the Oxnard USGS 7.5-minute quadrangle (CDFW 2022; CNPS 2022). Based on the results of the CNDDB search and presence of willow riparian habitat adjacent to and northwest of the Project site, special-status avian species with a high potential to occur within or surrounding the Project site include least Bell's vireo (*Vireo bellii pusillus*) and yellow warbler (*Setophaga petechia*). Additionally, State-protected reptile species, coast horned lizard (*Phrynosoma blainvillii*) and western pond turtle (*Emys marmorata*), and special-status plant species (California Rare Plant Rank [CRPR] 2B.2), white rabbit-tobacco (*Pseudognaphalium leucocephalum*), were recorded by CNDDB as occurring in close proximity to the Project site.

Both southwestern willow flycatcher and least Bell's vireo are listed as Endangered by the USFWS. In 2013, southwestern willow flycatcher and least Bell's vireo protocol surveys were conducted by Werner Biological Consulting along a 7-mile stretch of the Santa Clara River, including adjacent to and northwest of the Project site, as part of the Ventura County Watershed Protection District's (VCWPD) Levee Maintenance Program. Although no southwestern willow flycatcher territories were identified near the Project site during the protocol surveys, one least Bell's vireo territory was identified within the willow riparian habitat located approximately 220 feet northwest of the Project site and in an area that did not have recent vegetation removed in 2013 (Werner 2013a, b).

Direct Effects of Billboard Installation

The Project site and immediately surrounding area has limited native vegetation present as the Project site is located immediately adjacent to a constructed and maintained levee adjacent to busy roadways. Plant and animal species that are most likely to use the area surrounding the Project site would include common species that are associated with urban developed conditions as habitat likely to support special-status species is limited. However, native riparian habitat important for various plant and wildlife species is present approximately 50 feet away on the northwest side of the levee and the willow habitat suitable to support least Bell's vireo starts approximately 220 feet from the Project site.

While no special-status species are expected to use the Project site, all native bird species that occur adjacent to or surrounding the Project site are protected from 'take' by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGC). The proposed Project has the potential to affect nesting birds, including special-status species,

because suitable habitat occurs for nesting birds such as least Bell's vireo surrounding the Project site. As a result, the implementation of the proposed Project would result in potentially significant impacts.

Mitigation Measure BIO-1: Construction activities involving vegetation removal as well as installation of the proposed billboard shall be conducted between September 1 and January 31, outside the typical nesting season for birds in the region. If vegetation removal or installation must occur during the typical nesting season (February 1 – August 31), a qualified biologist shall conduct a pre-construction survey for active nests within areas that will be subject to vegetation removal, construction noise, and/or ground disturbances, including a 100 to 300-foot buffer around existing trees and landscaped areas, to identify any potential active nests within seven days prior to work activities. Buffer distances can be adjusted at the discretion of the biologist based on the location of the nest, species, and surrounding land uses. If no sign of nesting activity is observed, construction may proceed without potential impacts to nesting birds.

If an active nest is observed during the pre-construction clearance survey, an adequate buffer determined by the City-approved qualified biologist shall be established around the active nest depending on sensitivity of the species and proximity to construction activity and impact areas. Onsite construction monitoring may also be required to ensure that no direct or indirect impacts occur to the active nest or nesting activities. Construction activities shall be avoided within the buffer, unless otherwise approved by the City-approved monitoring biologist (e.g., vehicles could pass through buffer areas while jackhammering would be restricted). Buffers shall be clearly marked and defined to restrict certain activities where they could result in nest failure, and shall remain in place until nests are no longer active, as determined by the City-approved monitoring biologist.

Mitigation Measure BIO-2: To avoid impacts to nesting least Bell's vireo, construction activities within 500 feet of suitable nesting habitat shall be timed to avoid the season when nests may be active for this species (March 15 to September 15). If avoidance of work activities within this time period is not feasible, a focused nest survey for least Bell's vireo shall be conducted within suitable nesting habitat the season prior to initiation of work activities, to determine their presence or absence within 500 feet of proposed work limits. In accordance with the USFWS survey protocol, eight focused surveys spaced a minimum of 10 days apart shall be conducted during the period of April 10 to July 31. The results shall be submitted in a report to the USFWS.

If the focused protocol nest surveys do not indicate the presence of least Bell's vireo, no further mitigation is required. A negative finding is considered valid until the following breeding season. Additional surveys shall be required each year that work is conducted in least Bell's vireo breeding habitat during the breeding season. If focused surveys indicate the presence of least Bell's vireo, a formal Endangered Species Act consultation with the USFWS shall occur prior to disturbance of this species or its habitat.

If occupied habitat and/or nesting individuals are determined to be present based on the focused survey, and work cannot be avoided during the nesting season, a

preconstruction clearance survey shall be performed by a qualified City-approved biologist within 7 days prior to work activities to determine the approximate location of nesting territories within 500 feet of work areas. Surveys shall be conducted by a biologist approved by the USFWS and CDFW for conducting least Bell's vireo nest surveys, or by a biologist with least Bell's vireo survey experience, so long as the nest is not approached and/or disturbed. If a nest is detected or active breeding is determined, work shall halt within 500 feet of the nesting territory, and the area shall be monitored on a weekly basis until a City-approved qualified biologist determines the nest is no longer active and the young have fledged.

Implementation of Mitigation Measure BIO-1 and BIO-2 would reduce potentially significant impacts to special-status and nesting birds during construction to less than significant.

Indirect Effects of Electronic Billboard Lighting on Off Site Areas

Many wildlife species have evolved physiological and behavioral responses to light cues from day-night cycles, moon phases, and seasonal light levels. The intensity, duration, spectral quality (distribution of light spectrum colors emitted by light source), and periodicity of light exposure affects the biochemistry, physiology, and behavior of organisms (Royal Commission on Environmental Pollution 2009). Processes, such as movement patterns, breeding behavior, feeding, growth, and many more, can be affected by light for birds, mammals, and other wildlife species (de Molenaar et al. 2006). Therefore, it is suggested that increased ambient lighting, including artificial lighting, may interfere with these natural processes ultimately impacting wildlife populations (Royal Commission on Environmental Pollution 2009). It was found that habitat availability and quality was negatively affected by increased artificial lighting as it caused birds to avoid the well-lit areas (de Molenaar et al. 2006).

Areas surrounding the Project site and Santa Clara River riparian area are highly developed and urbanized with commercial and residential development, all of which contribute to increased nighttime illuminance. Additionally, the U.S. 101 crosses over the Santa Clara River Basin immediately adjacent to and southwest of the Project site and is lined on either side with freeway street lighting. While most of the surrounding developed areas do not support special-status species, the Santa Clara River riparian habitat is known to support least Bell's vireo, yellow warbler, coast horned lizard, western pond turtle, and white rabbit-tobacco.

A study of existing lighting levels and proposed lighting levels after the installation of the electronic billboard was conducted by lighting specialist, exp, in 2020 (Appendix C). The study determined that illuminance from the billboard will have a maximum illuminance value of 0.2 foot candles (fc) at the edge of the willow riparian woodland habitat (exp, 2022). Although it is understood that increased ambient lighting can affect wildlife behavior, no quantitative increase in illuminance above ambient light is agreed upon as a threshold for significant impacts to wildlife.

As discussed in Section 3.1 e) above, illuminance impacts on natural areas are based on recommendations from the International Commission on Illumination (CIE). The CIE identifies impacts on natural areas as an illuminance of 0.2 foot-candle (fc) or greater (CIE, 2003). Therefore, due to the absence of a current local illumination standard impact on natural areas, a significant light impact on adjacent natural areas and associated species would occur if light levels are 0.2 fc or greater. Based on the Photometric Analysis provided in Appendix C and the Biological Site Visit Field Map provided in Appendix E, the sensitive willow riparian habitat area is located approximately 135 feet west of the Project site (i.e., west of the access road within the Santa Clara River Basin) and would result in an illumination of less than 0.2 fc. Because the light level would be less than 0.2 fc, the Project would result in a less than significant lighting impact on the existing sensitive willow riparian habitat area or associated species. Therefore, due to the relatively low illuminance resulting from the proposed electronic billboard, a less than significant impact on wildlife behavior, physiological processes, decreased habitat availability, or increased predation would occur.

b) **No Impact.** No riparian habitat or other sensitive natural communities are present within the Project site. The Santa Clara River, which supports the sensitive willow riparian natural community, is located on the opposite side of the levee from the Project site, approximately 115 feet to the northwest. Additionally, the Stroube Drain outflow enters the willow riparian woodland habitat associated with the Santa Clara River approximately 450 feet northeast of the Project site and flows meanders through the willow riparian woodland habitat for approximately 600 feet before entering the Santa Clara River mainstem near the US-101 overpass. Since construction of the billboard would not extend into riparian habitat, no impacts are expected from construction or operation of the billboard.

c) **No Impact.** Wetlands (including swamps, bogs, seasonal wetlands, seeps, marshes, and similar areas) are considered waters of the U.S., and are defined by USACE as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (33 CFR 328.3[b]; 40 CFR 230.3[t]). No wetland features are identified by the National Wetlands Inventory (NWI) as occurring within or immediately adjacent to the Project site (USFWS 2022b), and no wetlands were observed within the immediate Project site. As mentioned above, the Santa Clara River is located on the opposite side of the levee from the Project site and contains a large swath of willow riparian woodland habitat that may contain wetlands. Since construction of the billboard would not extend into riparian habitat and standard measures will be taken to avoid potential impacts on water quality as a result of increased erosion or sedimentation from construction, no impacts would occur.

d) **Less than Significant Impact.** While the physical structure of the billboard itself would not impact the movement of wildlife species, the electronic billboard illuminance could affect the movement of birds and mammals in and around the Project site. It is known that migrating birds are attracted to artificial light sources and hundreds of species migrate nocturnally, including least Bell's vireo (Gauthreaux and Belser 2006). Direct effects of

migrating birds becoming attracted to artificial light sources include collisions with lighting, communication, and power structures, buildings, or even the ground; while orientation mistakes and increased migration lengths are indirect effects of artificial lighting (Gauthreaux and Belser 2006). Additionally, migrating birds are especially susceptible to disorienting effects of billboard illuminance when visibility is poor during fog or rain events (Gauthreaux and Belser 2006). Research also shows that birds have the ability to orient to the Earth's magnetic field under certain colors of light: monochromatic blue or green light, but not under red or white light (van de Laar 2007; Poot et al. 2008; Ritz et al. 2009). Local movement by passerine birds, including those songbirds migrating along the Pacific Flyway, could also be attracted to the increased illuminance within the Santa Clara River riparian area. Studies have shown passerine birds foraging nocturnally and displaying territorial defense behaviors as a result of increased artificial illuminance (de Molenaar et al. 2006).

The beam angle of the proposed electronic billboard relative to the flight lines of birds and brightness of the billboard perceived by the bird results in the risk the electronic billboard poses to birds in flight. The projected viewing angle values of the proposed billboard are ± 45° vertically and ± 90° horizontally, potentially being narrow enough during clear nights to prevent attracting migrating birds as they will be flying high enough to be outside of the viewing angle of the billboard. A light sensor will be installed with the sign to measure ambient light levels and adjust light intensity and brightness. The electronic sign will not display any moving, flashing, scrolling, fading, brightening or animated text or video. The signage will be controlled remotely and include remote maintenance software. Louvers will be located above each row of lights to prevent light from projecting upward into the sky. Therefore, birds flying more than 45° above the center of the beam angle on either side of the billboard will not be attracted or affected by the billboard luminance. However, fog and rain conditions could force migrating birds to fly low, potentially bringing them into the billboard's beam angle.

It is possible that some birds moving locally within the nearby riparian habitat at night may end up near the center of the billboard's beam angle and be attracted to it. However, this would be uncommon and limited as majority of the species using the riparian habitat are diurnal and not typically active at night, including least Bell's vireo. Additionally, the willow riparian woodland habitat is relatively low in stature (10-15 feet in height) and is located much lower in elevation than the planned electronic billboard, with the top of the planned billboard being 80 feet in height. Birds moving locally at any time of the day or night would be at these lower elevations, rarely rising the height of the billboard's center beam angle.

While it is possible the birds could be attracted to the billboard while flying at the appropriate beam angle, it is not expected to substantially interfere with bird movement or result in increased bird-strike mortalities as the billboard will be oriented toward the US-101 freeway and not on airspace above the freeway. Additionally, the surrounding area is heavily urbanized with a substantial amount of lighting including the residences, business parks and commercial uses immediately east and south of the Project site as well as existing

street and freeway lighting and billboard lighting. The surrounding area is not known to support large numbers of migrating seabirds or shorebirds. Therefore, it is not expected that migrating birds and birds moving locally will be attracted to the proposed electronic billboard for a long enough duration to result in direct impacts. The projected viewing angle, light sensor, louvers, and location of bird habitat in relation to the billboard will reduce any impacts on avian flight behavior to less than significant.

e) **No Impact.** The proposed Project will remove ornamental landscaping and will not involve the removal of trees. Therefore, there are no applicable local (City of Oxnard) policies or ordinances protecting biological resources associated with the proposed Project. As a result, no impact would occur.

f) **No Impact.** The Project site does not occur within any habitat conservation plan or natural community conservation plan areas. Therefore, the proposed Project would not conflict with provisions of an adopted natural community conservation plan or other approved local, regional, or state habitat conservation plan, and no impact would occur.

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3.5 Climate Change and Greenhouse Gas Emissions

Issues		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b)	Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases or otherwise conflict with the state goal for reducing greenhouse gas emissions in California?	☐	☐	☒	☐
c)	Would the project contribute or be subject to potential secondary effects of climate change (e.g., sea level rise, increase fire hazard)?	☐	☐	☒	☐

Discussion

a, b) **Less than Significant Impact.** State regulated GHGs include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), nitrogen trifluoride (NF_3), and sulfur hexafluoride (SF_6). CO_2 is the most abundant GHG in the atmosphere. Not all GHGs exhibit the same ability to induce climate change; as a result, GHG contributions are commonly quantified in equivalent mass of CO_2, denoted as CO_2e. Mass emissions are calculated by converting pollutant specific emissions to CO_2e emissions by applying the proper global warming potential (GWP) value. These GWP ratios are available from the U.S. Environmental Protection Agency (USEPA) and are published in the California Climate Action Registry (CCAR) General Reporting Protocol. By applying the GWP ratios, Project related CO_2e emissions can be tabulated in metric tons per year.

Neither the City nor the VCAPCD have adopted a numerical significance threshold for assessing impacts related to GHG emissions from a project, and the City has not formally adopted a local plan for reducing GHG emissions. When no guidance exists under CEQA, the lead agency may look to and assess general compliance with comparable regulatory schemes.[1] In its January 2008 CEQA and Climate Change white paper, the California Air Pollution Control Officers Association (CAPCOA) identified a number of potential approaches for determining the significance of GHG emissions in CEQA documents. In its white paper, CAPCOA suggests making significance determinations on a case-by-case basis when no significance thresholds have been formally adopted by a lead agency.

Amendments to Section 15064.4 of the CEQA Guidelines were adopted to assist lead agencies in determining the significance of the impacts of GHG emissions. Consistent with

[1] See Protect Historic Amador Waterways v. Amador Water Agency (2004) 116 Cal. App. 4th 1099, 1107 ["'[A] lead agency's use of existing environmental standards in determining the significance of a project's environmental impacts is an effective means of promoting consistency in significance determinations and integrating CEQA environmental review activities with other environmental program planning and resolution.'"']. Lead agencies can, and often do, use regulatory agencies' performance standards. A project's compliance with these standards usually is presumed to provide an adequate level of protection for environmental resources. See, e.g., Cadiz Land Co. v. Rail Cycle (2000) 83 Cal.App.4th 74, 99 (upholding use of regulatory agency performance standard).

existing CEQA practice, Section 15064.4 gives lead agencies the discretion to determine whether to assess those emissions quantitatively or qualitatively. If a qualitative analysis is used, in addition to quantification, this section recommends certain qualitative factors that may be used in the determination of significance (i.e., extent to which the Project may increase or reduce GHG emissions compared to the existing environment; whether the Project exceeds an applicable significance threshold; and extent to which the Project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs). The amendments do not establish a threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies, or suggested by other experts, such as CAPCOA, so long as any threshold chosen is supported by substantial evidence (see Section 15064.7(c)). The California Natural Resources Agency has also clarified that the CEQA Guidelines amendments focus on the effects of GHG emissions as cumulative impacts, and that they should be analyzed in the context of CEQA's requirements for cumulative impact analysis (see Section 15064(h)(3)).[2]

Although GHG emissions can be quantified, CARB, VCAPCD and the City of Oxnard have not adopted Project-level significance thresholds for GHG emissions that would be applicable to the Project. The Governor's Office of Planning and Research (OPR) released a technical advisory on CEQA and climate change that provided some guidance on assessing the significance of GHG emissions, and states that "lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice," and that while "climate change is ultimately a cumulative impact, not every individual project that emits GHGs must necessarily be found to contribute to a significant cumulative impact on the environment."[3] Furthermore, the technical advisory states that "CEQA authorizes reliance on previously approved plans and mitigation programs that have adequately analyzed and mitigated GHG emissions to a less than significant level as a means to avoid or substantially reduce the cumulative impact of a project."[4]

Per CEQA Guidelines Section 15064(h)(3), a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the Project would comply with an approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area of the project.[5] To qualify, such a plan or program must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process

2 See generally California Natural Resources Agency, Final Statement of Reasons for Regulatory Action (December 2009), pp. 11-13, 14, 16. http://resources.ca.gov/ceqa/docs/Final_Statement_of_Reasons.pdfhttp://resources.ca.gov/ceqa/docs/Final_Statement_of_Reasons.pdf, accessed November 2019; see also Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, Secretary for Natural Resources, April 13, 2009. Available at: http://www.valleyair.org/Programs/CCAP/documents/Transmittal_LetterOPRApril2009.pdfhttp://opr.ca.gov/docs/Transmittal_Letter.pdf, accessed November 2019.

3 Governor's Office of Planning and Research, Technical Advisory – CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review, (2008).

4 Governor's Office of Planning and Research, Technical Advisory – CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review, (2008).

5 14 CCR § 15064(h)(3).

to implement, interpret, or make specific the law enforced or administered by the public agency.[6] Examples of such programs include a "water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, [and] plans or regulations for the reduction of greenhouse gas emissions."[7] Thus, CEQA Guidelines Section 15064(h)(3) allows a lead agency to make a finding of non-significance for GHG emissions if a project complies with a program and/or other regulatory schemes to reduce GHG emissions.[8]

In the absence of any adopted, quantitative threshold, the Project would not have a significant effect on the environment if the Project is found to be consistent with the applicable regulatory plans and policies to reduce GHG emissions, including the emissions reduction measures discussed within CARB's Climate Change Scoping Plan and City of Oxnard's policies established for the purpose of increasing energy efficiency and reducing GHG emissions. The proposed Project would generate GHG emissions during construction of the Project from the use of off-road construction equipment and on-road trucks and construction worker vehicles. Once fully installed, the Project's operations would generate GHG emissions from electrical consumption for the billboard lighting. The proposed electronic billboard is estimated to consume an average of approximately 150 kWh per day and approximately 54,000 kWh per year.

Emissions Estimates

Consistent with calculations in Section 3.3, Air Quality, construction emissions were forecasted by assuming a conservative estimate of construction activities (i.e., assuming all construction occurs at the earliest feasible date) and applying the mobile source emissions factors. The emissions were estimated using the CalEEMod software and EMFAC2017. The output values used in this analysis were adjusted to be Project-specific based on equipment types and the construction schedule. These values were then applied to the same construction phasing assumptions used in the criteria pollutant analysis in Section 3.3, Air Quality, to generate GHG emissions values for the proposed Project (**Appendix F** includes the assumptions and modeling). Industry standards recommend that construction Project GHG emissions should be "amortized over a 30-year Project lifetime, so that construction GHG emissions are included as part of the operational GHG life cycle. In accordance with

6 14 CCR § 15064(h)(3).

7 14 CCR § 15064(h)(3).

8 See, for example, San Joaquin Valley Air Pollution Control District (SJVAPCD), CEQA Determinations of Significance for Projects Subject to ARB's GHG Cap-and-Trade Regulation, APR-2025 (June 25, 2014), in which the SJVAPCD "determined that GHG emissions increases that are covered under ABR's Cap-and-Trade regulation cannot constitute significant increases under CEQA…" Furthermore, the SCAQMD has taken this position in CEQA documents it has produced as a lead agency. The SCAQMD has prepared three Negative Declarations and one Draft Environmental Impact Report that demonstrate the SCAQMD has applied its 10,000 $MTCO_2e$/yr significance threshold in such a way that GHG emissions covered by the Cap-and-Trade Program do not constitute emissions that must be measured against the threshold. See SCAQMD, Final Negative Declaration for Ultramar Inc. Wilmington Refinery Cogeneration Project, SHC No. 2012041014 (October 2014); SCAQMD Final Negative Declaration for Phillips 99 Los Angeles Refinery Carson Plant—Crude Oil Storage Capacity Project, SCH No. 2013091029 (December 2014); SCAQMD Final Mitigated Negative Declaration for Toxic Air Contaminant Reduction for Compliance with SCAQMD Rules 1420.1 and 1402 at the Exide Technologies Facility in Vernon, CA, SCH No. 2014101040 (December 2014); and SCAQMD Final Environmental Impact Report for the Breitburn Santa Fe Springs Blocks 400/700 Upgrade Project, SCH No. 2014121014 (August 2015).

this, GHG emissions from construction have been amortized over the 30-year lifetime of the Project and are added to the operational emissions for the determination of significance. Total estimated construction-related GHG emissions for the Project are estimated at 1.77 metric tons of CO_2e ($MTCO_2e$) for off-road construction equipment and 1.38 $MTCO_2e$ per year for on-road vehicles for a total of 3.1 $MTCO_2e$. This would equal to approximately 0.1 $MTCO_2e$ per year after amortization over 30 years. The construction related GHG emissions are summarized in **Table GHG-1**, *GHG Emissions from Project Construction*.

Emissions of GHGs were estimated for operation of the proposed electronic billboard from electricity usage in base year 2022 (based on 2021 energy intensity factor where renewable sources are projected to account for approximately 35 percent of SCEs overall energy mix) and were extrapolated for several milestone years (2030 based on 60 percent renewable sources as required by Senate Bill 100 and (2040 based on 85 percent renewable energy sources) based on a linear projection of 100 percent renewable in 2045 as targeted in SB 100. GHG emissions from construction activities are not adjusted for future year GHG reductions that will occur from medium- and heavy-duty emissions regulations at the federal and state level that will phase in lower emitting, and potentially electric-powered, trucks and equipment over time. This analysis conservatively assumed that the construction equipment and on-road vehicles would be diesel fueled in future years. The operational related GHG emissions are summarized in **Table GHG-2**, *GHG Emissions from Project Operations*.

TABLE GHG-1
GHG EMISSIONS FROM PROJECT CONSTRUCTION

Single Billboard Installation GHG Emissions (MT CO_2e/year)			
Source	**2022**	**2030**	**2040**
Construction On-Road	1.38	1.38	1.38
Construction (off-Road)	1,77	1.77	1.77
Total Construction	3.1	3.1	3.1
Amortized Construction:[a]	0.1	0.1	0.1

[a] Construction Emissions are amortized over 30 years
SOURCE: ESA, 2022

TABLE GHG-2
GHG EMISSIONS FROM PROJECT OPERATIONS
Single Billboard Installation GHG Emissions (MT CO_2e/year)

Source	2022	2030	2040
Operational (lighting)	9.6	7.3	2.4
Amortized Construction:	0.1	0.1	0.1
Total Project:	9.7	7.4	2.5

SOURCE: ESA, 2022

Compliance with Applicable Plans, Policies, or Regulations

Assembly Bill 32/Senate Bill 32 and Executive Order B-30-15

In support of Assembly Bill 32 and Senate Bill 32, the state has promulgated specific laws aimed at GHG reductions applicable to the Project. Executive Order B-30-15 sets a goal of Statewide GHG emissions 40 percent less than 1990 levels by 2030 (this goal was codified in Senate Bill 32). In order to achieve the Statewide GHG reduction target, CARB is required to adopt a Climate Change Scoping Plan that outlines GHG reduction strategies.

The Project would generate GHG emissions due to construction and operational activities; however, its annual GHG emissions would be minimized due to the utilization of fuel-efficient equipment consistent with State and federal regulations, such as fuel efficiency regulations in accordance with the California Air Resources Board (CARB) Pavley Phase II standards, the anti-idling regulation in accordance with Section 2485 in Title 13 of the California Code of Regulations, and fuel requirements in accordance with Section 93115 in Title 17 of the California Code of Regulations. The Project would also utilize energy efficient light emitting diode (LED) technology, which is recognized by the U.S. Department of Energy as the most energy efficient lighting technology (U.S. DOE, n.d.). The Project's potential to generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment and conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs is discussed below.

2017 Climate Change Scoping Plan

According to the CARB 2017 Climate Change Scoping Plan, reductions needed to achieve the 2030 goal are expected to be achieved by targeting specific emission sectors, including those sectors that are not directly controlled or influenced by the Project, but nonetheless contribute to Project-related GHG emissions. **Table GHG-3**, *Project Compliance with Applicable 2017 Climate Change Scoping Plan Actions and Strategies*, contains a list of GHG emission reduction actions and strategies from the 2017 Climate Change Scoping Plan that would be applicable and relevant to the Project and describes the Project's compliance with those applicable actions and strategies.

TABLE GHG-3
PROJECT COMPLIANCE WITH APPLICABLE
2017 CLIMATE CHANGE SCOPING PLAN ACTIONS AND STRATEGIES

Actions and Strategies	Responsible Party(ies)	Compliance Analysis
Senate Bill 350 (SB 350): The Clean Energy and Pollution Reduction Act of 2015 increases the standards of the California Renewable Portfolio Standard (RPS) program by requiring that the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources be increased to 50 percent by 2030.[a] Required measures include: Increase RPS to 50 percent of retail sales by 2030. Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030. Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in IRPs to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs.	CPUC, CEC, CARB	**No Conflict.** The Project would use electricity provided by Southern California Edison (SCE), which is required to meet the energy performance standard of 60 percent renewable energy by 2030 pursuant to Senate Bill 100 (which was adopted after SB 350 and is a more stringent target). The Project would not conflict with this action and strategy.
Implement Mobile Source Strategy (Cleaner Technology and Fuels): • Implementation of federal phase 2 standards for medium- and heavy-duty vehicles.	CARB, CalSTA, SGC, Caltrans, CEC, OPR, Local Agencies	**No Conflict.** In 2011 the U.S. Environmental Protection Agency (USEPA) and National Highway Transportation Safety Administration (NHTSA) announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO_2 emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the USEPA, this regulatory program would reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baseline. Building on the first phase of standards, in August 2016, the USEPA and NHTSA finalized Phase 2 standards for medium and heavy-duty vehicles through model year 2027 that will improve fuel efficiency and cut carbon pollution. The Phase 2 standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons. Project-related heavy-duty mobile source GHG emissions would be reduced accordingly as the phase-in of lower emitting trucks occurs in compliance with the regulation. The Project would not conflict with this action and strategy.

Actions and Strategies	Responsible Party(ies)	Compliance Analysis
Adopt a Low Carbon Fuel Standard with a CI reduction of 18 percent.	CARB	**No Conflict.** This regulatory program applies to fuel suppliers, not directly to land use development. GHG emissions related to vehicular travel associated with the Project would benefit from this regulation because fuel used by Project-related vehicles would be required to comply with Low Carbon Fuel Standard (LCFS). Mobile source GHG emissions provided in Table GHG-1 were calculated using CalEEMod and EMFAC. However, CalEEMod and EMFAC do not fully include implementation of the LCFS into mobile source emission factors. Thus, Table GHG-1 provides conservatively estimated GHG emissions. On September 27, 2018, CARB approved an amendment to the LCFS regulation to require a 20 percent reduction in carbon intensity from a 2010 baseline by 2030. Reductions in carbon intensity are phased in starting in 2019 with a reduction of 6.25 percent and increases by 1.25 percent each year. Thus, in 2021, LCFS emissions reductions are 8.75 percent reduced carbon intensity relative to the 2010 baseline. Project-related mobile source GHG emissions would be reduced accordingly, and would increase as LCFS compliance increases to 20 percent reduce carbon intensity by 2030 relative to the 2010 baseline year. The Project would not conflict with this action and strategy.
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	**No Conflict.** Assembly Bill 398 (AB 398) was enacted in 2017 to extend and clarify the role of the State's Cap-and-Trade Program from January 1, 2021, through December 31, 2030. As part of AB 398, refinements were made to the Cap-and-Trade program to establish updated protocols and allocation of proceeds to reduce GHG emissions. Under the Cap-and-Trade program, entities such as power generation companies and natural gas processing plants would be required to limit or reduce GHG emissions. While the Project itself is not a regulated entity under the Cap-and-Trade Program, it would result in a reduction of GHG emissions associated with the Project's energy usage, since energy supplied to the Project would be from a regulated entity. As the Project would not impede the Program's progress, the Project is considered compliant. The Project would not conflict with this action and strategy.

[a] Senate Bill 350 (2015–2016 Regular Session) Stats 2015, Ch. 547.

SOURCE: ESA, 2022

City of Oxnard 2030 General Plan and Energy Action Plan

The City of Oxnard adopted its 2030 General Plan in October 2011 and includes amendments through December 2016. The 2030 General Plan includes the following applicable goals and implementing policies aimed to reduce GHG emissions.

- **Goal SC-3 Energy Generation and Increased Efficiency.** Energy efficiency performance standards and generation from renewable sources.

– **General Plan Policy SC-3.10, Alternatives to Power Plant Generation:** Evaluate the feasibility of incorporating alternative sources of power generation such as wind and tidal power into the regional existing power supply grid to reduce reliance on GHG emission producing public utility and privately-owned power plants.

The Oxnard General Plan Goal SC-3 addresses energy efficiency performance standards and generation from renewable sources and includes Policy SC-3.10, which has the goal of incorporating alternative sources of power generation such as wind and tidal power into the regional existing power supply grid to reduce reliance on GHG emission producing public utility and privately-owned power plants. This policy would support the availability of progressively clean forms of electricity, which would minimize the energy impact and GHG emissions from the Project. The Project would not conflict with this action and strategy.

As discussed above, GHG emissions for the Project have been analyzed and disclosed demonstrating that the Project would not generate GHG emissions that would have a significant impact and that the Project would not conflict with applicable plans, policies, and regulations adopted for the purpose of reducing the emissions of GHGs. Therefore, impacts would be less than significant.

c) **Less than Significant Impact.** As discussed above, the proposed electronic billboard would result in the annual generation of greenhouse gas emissions that would contribute to potential secondary effects of climate change; however, due to the relatively small amount of annual greenhouse gas emissions (less than 10 MTCO2e and progressively reducing in future years as shown in Table GHG-2), the Project's contribution to climate change impacts is nominal and considered less than significant.

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3.6 Cultural Resources and Tribal Cultural Resources

Issues:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section15064.5?	☐	☐	☐	☒
b) Would the project cause a substantial adverse change in the significance of a unique archaeological resource pursuant to State CEQA Guidelines Section15064.5?	☐	☒	☐	☐
c) Would the project directly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐
e) Would the project 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 listed or eligible 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).	☐	☐	☐	☒
f) Would the project 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 a resources 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, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

Discussion

a) **No Impact.** The Project site is located within the RiverPark Specific Plan that encompasses 701 acres. An archival and historic records search was conducted as part of the RiverPark Specific Plan EIR that was prepared in 2001. Two prehistoric archaeological sites were identified within one-half mile radius of the 701-acre RiverPark Specific Plan. No archaeological sites were recorded within the 701-acre site. A Phase I Archaeological Survey was conducted in 2000 as part of the RiverPark Specific Plan EIR. In 2000, the ground surface was examined by walking transects across the 701-acre RiverPark Specific Plan site. The transects were spaced at 15-meter intervals to identify artifacts that might be present on the ground surface. No archaeological artifacts were found in the vicinity of the Project site during the Phase 1 survey, but a mixed scatter of historical debris was found in the extreme southeastern portion of the RiverPark Specific Plan area approximately one mile southeast of the Project site. The survey did not find evidence of an intact historical

deposit or site within this area (W&S Consultants, 2000 and Impact Sciences, Inc. 2001). In 2016, the area of the previously known historical debris was developed as a commercial center in 2016.

In 2001, buildings and structures within the RiverPark Specific Plan were also evaluated to determine if they were eligible for the National or the California Registers. There were no buildings or structures in the immediate vicinity of the Project site. Therefore, no impacts to historical resources would occur with Project implementation.

b) **Less than Significant with Mitigation Incorporated.** As discussed above, no archaeological resources were found in the immediate vicinity of the Project site. Although no known resources were discovered, there could be an inadvertent discovery. Therefore, there is a negligible potential for archaeological resources to be found and if they are found, construction activities could cause significant impacts to the unknown resources.

> **Mitigation Measure CUL-1:** Prior to ground disturbance, the applicant is required to retain a City-approved archaeologist and Native American Monitor for monitoring of ground disturbing activities. In the event that archaeological resources are unearthed during ground-disturbing activities, these activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer of at least 50 feet shall be established around the find where construction activities shall not be allowed to continue until a qualified archaeologist has examined the newly discovered artifact(s) and has evaluated the area of the find. Work shall be allowed to continue outside the buffer area. All archaeological resources unearthed by Project construction activities shall be evaluated by a qualified professional archaeologist who meets the U.S. Secretary of Interior's Professional Qualifications and Standards. Should the newly discovered artifacts be determined to be historic, Native American Tribes/Individuals shall be contacted and consulted and Native American construction monitoring shall be initiated. The Applicant and the City shall coordinate with the archaeologist to develop an appropriate treatment plan for the resources. The plan may include implementation of archaeological data recovery excavations to address treatment of the resource along with subsequent laboratory processing and analysis.

Implementation of the above mitigation measure would reduce the potential impacts on unknown archaeological resources to less than significant.

c) **Less than Significant with Mitigation Incorporated.** Based on a review of the U.S. Geological Survey map for Oxnard, the Project site is underlain by Holocene alluvial deposits (CDC, 2003). Holocene alluvium is thought to be too young to contain significant paleontological resources. Therefore, near surface grading would result in less than significant impacts to paleontological resources. However, based on the drilling depth of 40 feet for the proposed billboard pole, the Holocene alluvium could be underlain by more sensitive geologic sediment that could have a high potential to contain paleontological resources. Therefore, construction activities associated with the proposed billboard pole, could result in significant impacts to paleontological resources.

> **Mitigation Measure CUL-2:** Prior to ground disturbance, the applicant is required to retain a paleontologist for monitoring of ground disturbing activities. In the event that paleontological resources are unearthed during ground-disturbing activities, these activities shall be halted or diverted away from the vicinity of the find until it is assessed for scientific significance and collected. Monitoring shall include matrix screening for the presence of microfossils; however, monitoring is largely a visual inspection of sediment.

With the implementation of Mitigation Measure CUL-2, potential impacts on paleontological resources would be reduced to less than significant.

d) **Less than Significant.** No human remains are known to exist on or in the immediate vicinity of the Project site. If human remains are inadvertently encountered, all work is required to halt, and the Ventura County Coroner is required to be contacted in accordance with California Public Resources Code 5097.98 and Health and Safety Code Section 7050.5. If the coroner determines that the remains are Native American, the California Native American Heritage Commission (NAHC) would be notified in accordance with State law. Compliance with the State law would ensure that potential impacts on human remains would be reduced to less than significant.

e, f) **No Impact.** The City of Oxnard sent a notification letter on November 23, 2021 to the Native American tribe that is on the City's Assembly Bill (AB) 52 list (Appendix B). This list includes only one tribe, Barbareno/Ventureno Band of Mission Indians, that has requested notification of projects within the City in accordance with AB 52.

The act amended California Public Resources Code (PRC) Section 5097.94, and added PRC Sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3. AB 52 applies specifically to projects for which a NOP or a Notice of Intent to Adopt a Negative Declaration or MND will be filed on or after July 1, 2015. The primary intent of AB 52 was to include California Native American Tribes early in the environmental review process and to establish a new category of resources related to Native Americans that require consideration under the CEQA, known as tribal cultural resources (as defined in PRC Section 21074(a)). On July 30, 2016, the California Natural Resources Agency adopted the final text for tribal cultural resources update to *CEQA Guidelines* Appendix G, which was approved by the Office of Administrative Law on September 27, 2016.

PRC Section 21080.3.1 requires that within 14 days of a lead agency determining that an application for a project is complete, or a decision by a public agency to undertake a project, the lead agency provide formal notification to the designated contact, or a tribal representative, of California Native American Tribes that are traditionally and culturally affiliated with the geographic area of the Project (as defined in PRC Section 21073) and who have requested in writing to be informed by the lead agency (PRC Section 21080.3.1(b)). Tribes interested in consultation must respond in writing within 30 days from receipt of the lead agency's formal notification and the lead agency must begin

consultation within 30 days of receiving the tribe's request for consultation (PRC Sections 21080.3.1(d) and 21080.3.1(e)).

PRC Section 21080.3.2(a) identifies the following as potential consultation discussion topics: the type of environmental review necessary; the significance of tribal cultural resources; the significance of the Project's impacts on the tribal cultural resources; Project alternatives or appropriate measures for preservation; and mitigation measures. Consultation is considered concluded when either: (1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached (PRC Section 21080.3.2(b)).

If a California Native American tribe has requested consultation pursuant to Section 21080.3.1 and has failed to provide comments to the lead agency, or otherwise failed to engage in the consultation process, or if the lead agency has complied with Section 21080.3.1(d) and the California Native American tribe has failed to request consultation within 30 days, the lead agency may certify an EIR or adopt a Mitigated Negative Declaration (PRC Section 21082.3(d)(2) and (3)).

The Barbareno/Ventureno Band of Mission Indians was notified of the Project, but did not request consultation with the City of Oxnard regarding the proposed Project. There are no known tribal cultural resources located on the Project site, and therefore, no impacts to known tribal cultural resources would occur.

References

California Department of Conservation (CDC), California Geological Survey. 2003. Geologic Map of the Oxnard 7.5' Quadrangle, Ventura County, California: A Digital Database, Version 1.0.

Impact Sciences, Inc. 2001. RiverPark Specific Plan Draft EIR. Available at: https://www.oxnard.org/environmental-document-archives/. Accessed on February 11, 2022.

W&S Consultants. 2000. Phase I Archaeological Survey for the RiverPark Specific Plan Area. December 14.

3.7 Geology and Soils

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project 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 or based on other substantial evidence of a known fault?	☐	☐	☒	☐
ii) Strong seismic ground shaking that cannot be addressed through compliance with standard Code requirements?	☐	☐	☒	☐
b) Would the project 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-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse that cannot be addressed through compliance with standard Code requirements?	☐	☐	☒	☐
c) Would the project be located on expansive soil, creating substantial risk to life or property that cannot be addressed through compliance with standard Code requirements?	☐	☐	☒	☐
d) Would the project expose people or structures to inundation by seiche or tsunami?	☐	☐	☐	☒
e) Would the project rely on dredging or other maintenance activity by another agency that is not guaranteed to continue?	☐	☐	☐	☒

Discussion

a.i) **Less than Significant Impact.** A fault is a plane or surface in the earth along which failure has occurred and materials on opposite sides have moved relative to one another in response to the accumulation and release of stress. The U.S. Geological Survey defines active faults as those that have had surface displacements within Holocene time (about the last 11,000 years). Potentially active faults are those that have had surface displacement during Quaternary time, within the last 1.6 million years. Based on a review of the City of Oxnard General Plan Background Report, the most regionally active faults in the vicinity of the City of Oxnard are the Oak Ridge, Pitas Point-Ventura, Red Mountain, Anacapa, and Malibu Coast faults. The nearest active fault to the Project site is the Pitas Point-Ventura fault which is located approximately three miles north of the Project site (Matrix Design Group, Inc., 2006). Due to the distance to the nearest active fault, impacts from a fault rupture at the Project site would be less than significant.

a.ii) **Less than Significant Impact.** The Project site is located in Southern California, an area that is subject to strong seismic ground shaking. Seismically induced ground acceleration is the shaking motion that is produced by an earthquake. As noted in Section 3.7 a.i) above, there are regionally active faults in the vicinity of the City of Oxnard. Earthquake activity associated with these faults could cause ground shaking at the Project site. The proposed

Project is subject to the seismic design criteria of the most recent California Building Code (CBC) which has been adopted within the Oxnard City Code. The criteria contain seismic safety provisions with the aim of preventing building and structural collapse during an earthquake. Adherence to these criteria would result in less than significant seismic ground shaking impacts on the proposed Project.

b) **Less than Significant Impact.** Unstable geologic units or soils commonly occur when there are landslides, lateral spreading, subsidence/collapse, or liquefaction.

Landslides

Because the Project site is located on relatively flat terrain, the Project would not be subject to potential unstable soils due to landslides.

Lateral Spreading

Lateral spreading movement occurs when a soil mass slides laterally on liquefied soil layers, moving downslope or towards a free face. Based on a review of the RiverPark Specific Plan EIR, the potential for lateral spreading in the Project area appears to be low. Therefore, less than significant lateral spreading impacts would occur on the Project site.

Subsidence/Collapse

Subsidence or collapse is the sinking of the ground surface caused by the compression of earth materials resulting from manmade activities, such as groundwater or oil and gas withdrawal. The resulting compression typically occurs only once within affected soils and cannot be repeated during fluctuations of the groundwater level or from peat oxidation. Historic groundwater withdrawals have caused some regional subsidence. There are no known active groundwater wells in the immediate vicinity of the Project site, therefore, there is a low potential for subsidence/collapse at the site. As a result, potential effects from land subsidence/collapse would be less than significant. The potential for subsidence/collapse from peat oxidation on the Project site is not likely because of the absence of peat deposits in the borings that were taken as part of the RiverPark Specific Plan. Similarly, subsidence/collapse from oil and gas withdrawal is not likely because there are no known active oil or natural gas wells in the Project vicinity over the past 20 years. Overall, effects from land subsidence/collapse on the Project would be less than significant.

Liquefaction

Liquefaction is a phenomenon that occurs when soil undergoes transformation from a solid state to a liquefied condition due to the effects of increased pore-water pressure. This typically occurs where susceptible soils (particularly soils in the medium sand to silt range) are located over a high groundwater table. A high groundwater table is described as one within 50 feet of the surface. Because the proposed Project is subject to the seismic design criteria of the most recent California Building Code (CBC) which has been adopted within the Oxnard City Code and the CBC includes provisions to prevent liquefaction impacts, the potential liquefaction impacts to the Project would be less than significant.

c) **Less than Significant Impact.** Expansive soil is characterized by a clay composition whereby clay particles expand dramatically upon wetting. Structures constructed on expansive soils require special design considerations that are identified within the CBC. Based on a review of the RiverPark Specific Plan EIR, the Specific Plan area generally consists of granular materials (silty sand, well-graded sand, sandy silt, and some clayey silt) that are not expected to be expansive. Conformance with the design criteria within the CBC would prevent substantive expansive soils. Therefore, potential expansive soil impact to the Project would be less than significant.

d) **No Impact.** Seiches and tsunamis are caused by earthquakes. Seiches are waves caused by large-scale, short-duration oscillation of confined bodies of water (such as reservoirs and lakes) during earthquakes that may damage low-lying adjacent areas, although not as severely as a tsunami. The closest enclosed body of water that could result in earthquake-induced seiche is Lake Piru which is approximately 30 miles northeast of the Project site. Due to the distance of Lake Piru, potential seiches in the lake would not impact the Project site. Tsunamis are earthquake-induced surge waves that can cause severe coastal flooding. Because the Project site is located approximately five miles from the coast and at approximately elevation 60 feet above mean sea level, the Project site is not at risk from a tsunami. Implementation of the Project would not be impacted by seiches or tsunamis.

e) **No Impact.** The Project is located in a developed area adjacent to U.S. 101, and the Project would be located on a city-owned parcel. The operation of the Project would not rely on maintenance activities under the purview of other agencies aside from the City of Oxnard. The Project would have no impact.

References

Matrix Design Group, Inc. 2006. City of Oxnard General Plan Draft Background Report. Available at https://www.oxnard.org/wp-content/uploads/2016/08/OxnardDraftBackgroundReport2006_04.21.06.pdf. Accessed on February 16, 2022.

3.8 Hazards and Hazardous Materials

Issues		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b)	Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c)	Would the project emit hazardous substances or involve handling hazardous or acutely hazardous substances, or waste within one-quarter mile of an existing or proposed school in quantities or a manner that would create a substantial hazard?	☐	☐	☒	☐
d)	Would the project be located on a site that 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?	☐	☐	☐	☒
e)	Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

Discussion

a) **Less than Significant Impact.** Construction activities required for the proposed electronic billboard would involve site clearing, grading, drilling, trenching and other ground-disturbing activities. The trenching would be required to connect the proposed electronic billboard to an existing Southern California Edison facility. The trenching would extend approximately 200 feet northeast of the Project site along the dirt portion of Ventura Road right-of-way. The Project's construction activities would temporarily require the use of equipment such as trucks, drill, concrete mixer, crane, and other powered equipment, and would use potentially hazardous materials, such as fuels (gasoline and diesel) and lubricants (oil and grease). In addition, construction may use hazardous materials, such as solvents, paints, thinners, or other chemicals. Such materials would be used only in small quantities based on the minimal activities associated with the installation of an electronic billboard. These materials would be transported, handled, stored and disposed of in accordance with applicable laws and regulations and manufacturers' instructions. Compliance with these existing regulations would result in a less than significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials. As such, impacts during construction would be less than significant.

Operation of the proposed electronic billboard would result in periodic maintenance activities of the billboard. These activities may include the limited use of paints, solvents and other chemicals. However, given the periodic nature of maintenance, the potential to create a hazard to the public or the environment through the routine transport, use or disposal of hazardous materials during operational activities would be less than significant.

b) **Less than Significant Impact.** As stated above, the maintenance activities associated with the proposed new electronic billboard may use a limited quantity of hazardous materials such as paints, solvents and other chemicals. However, because these activities are periodic and the use of potential hazardous materials is limited, the Project will not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The Project would result in a less than significant impact.

c) **Less than Significant Impact.** There are no existing or proposed schools within 0.25-mile of the Project site. The nearest school is Rio Del Sol School that is located approximately 0.5-mile northeast of the Project site. Since there are no schools within 0.25-mile of the Project site, construction and operational activities associated with the Project are not expected to cause risk to the public or nearby attendees of schools. Therefore, impacts would be less than significant.

d) **No Impact.** Government Code Section 65962.5 requires CalEPA to develop and annually update the Hazardous Waste and Substances Sites (Cortese) List. The information contained in the Cortese List is provided by the Department of Toxic Substances Control (DTSC) and other state and local government agencies. A review of the DTSC EnviroStor and State Water Resources Control Board (SWRCB) GeoTracker databases did not indicate any hazardous materials sites within the Project site. A Leaking Underground Storage Tank (LUST) cleanup site was identified approximately 350 feet southeast of the Project site, where existing commercial retail buildings are located. The site was investigated for potential contamination of underlying groundwater due to the accidental release of diesel and the case for the LUST was closed by the Los Angeles Regional Water Quality Control Board (RWQCB) in 1998, indicating that the LUST no longer poses a threat for groundwater contamination (SWRCB 1998). The proposed Project would not require ground disturbing activities in close proximity to the closed LUST cleanup site. Therefore, the proposed Project would not create a significant hazard to the public or the environment. The Project site is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.19. Therefore, the proposed Project would not create a significant hazard to the public or the environment.

e) **Less than Significant Impact.** The Project site is located within the existing right-of-way of Ventura Road immediately north of U.S. 101. Project construction activities may require temporary partial lane closure along Ventura Road during the drilling for the electronic billboard pole and the trenching along the Ventura Road right-of-way to connect an electrical line from the Project site to a Southern California Edison facility located approximately 200 feet to the northeast. Ventura Road currently has two southbound lanes and an approximately 6-foot wide paved shoulder lane. If a closure of the shoulder lane and a portion of one of the southbound lanes occurs, the painted median could allow emergency vehicles to pass. Operational activities occurring on the Project site would not result in changes to the transportation circulation. Therefore, construction and operational

activities associated with the Project would result in less than significant impacts to an existing emergency response plan, or evacuation plan.

References

State Water Resources Control Board (SWRCB), 1998. GeoTracker Database. MacValley/McCaslin Oil (T0611100537). Available at: http://geotracker.waterboards.ca.gov/profile_report?global_id=T0611100537. Accessed on February 28, 2022.

3.9 Hydrology and Water Quality

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in on- or off-site flooding or exceed the capacity of existing or planned stormwater drainage systems?	☐	☐	☐	☒
a) Would the project place new structures within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
b) Would the project impede or redirect flood flows such that it would increase on- or off-site flood potential?	☐	☐	☐	☒
c) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
d) Would the project be exposed to a substantial risk related to inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Discussion

a) **Less than Significant Impact.** Construction activities associated with the Project could result in short-term surface water quality impacts. These potential impacts could occur from construction-related activities such as drilling for the electronic sign pole foundation and pouring concrete as well as the trenching for the electrical line. Runoff of loose soils and/or construction wastes and fuel during a rainstorm could flow into local storm drains as a result of Project construction. Such contaminated runoff could potentially threaten downstream water resources that receive runoff from the local drainage network. Standard construction BMPs 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. Compliance with the City's standard stormwater runoff provisions for construction activities, such as runoff control and other measures set forth in the City of Oxnard Code Section 22-222 would ensure that the Project does not violate any water quality standards or any waste discharge requirements during construction (City of Oxnard, nd). Due to the lack of significant grading, earth-moving activities, and paving as part of the Project, the potential water quality impact from construction activities would be less than significant.

Operation activities associated with the electronic billboard would not involve the use of water or the generation of wastewater. Therefore, no violation of any water quality standards or any waste discharge requirements would occur, and thus no water quality impact would result.

b) **Less than Significant Impact.** The proposed Project includes construction activities to install an electronic billboard, the trenching for an electrical line and the placement of landscaping. The proposed billboard would not require water to operate. The proposed billboard will include an approximately 7-foot diameter hole for the proposed 5-foot diameter pole that will be set into concrete. The Project also includes the trenching for an electrical line from the Project site for approximately 200 feet. The Project site currently provides little to no infiltration of water into groundwater aquifers. The Project site does not support any groundwater production systems, and construction and operation of the proposed electronic billboard would not interfere with the operation of any production system. The proposed Project would not substantially change the amount of existing impervious surface area and would not have a substantial impact on groundwater recharge. The Project includes trenching for the proposed electric power line to connect with the existing line and would extend approximately 200 linear feet. The construction of the 7-foot diameter hole that would extend approximately 50 feet into the ground may encounter groundwater that would need to be extracted for construction of the pole location. The extraction of the groundwater would not be substantial because it would be limited for a 7-foot diameter pole. Implementation of the proposed Project would result in less than significant groundwater impacts.

c) **No Impact.** The Project site is undeveloped and has relatively flat topography. No stream or water resource features occur on the Project site. In addition, the proposed Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of a course, stream or river, or through the addition of impervious surfaces as the installation of the proposed electronic billboard would nominally increase impervious surfaces on the site. As such, no impact would occur.

d) **No Impact.** Based on a review of the Flood Insurance Rate Map, the Project site is not located in a flood prone area including a 100-year flood zone (FEMA, 2010). Therefore, the Project would not place the pole for the electronic billboard or trench for the proposed electrical line within a flood prone area. No impact would occur.

e) **No Impact.** The implementation of the Project includes the placement of a 5-foot diameter pole within a 7-foot diameter hole on the Project site and includes approximately 200 linear feet of trenching for the placement of an electrical line. The placement of the pole and electrical line would not impede or redirect existing surface drainage flows from the Project site.

f) **Less than Significant Impact.** Based on a review of the Ventura County Multi-Hazard Mitigation Plan, the majority of the City of Oxnard including the Project site is within a dam inundation area (AECOM, 2015). Although the Project site is subject to inundation

due to a failure of a dam upstream along the Santa Clara River, the probability of dam failure inundation is not known but such an event would likely be the result of an extreme storm. The Division of Safety and Dams periodically checks the conditions of dams so that the likelihood for a dam failure is further reduced. The existing levee along the Santa Clara River is currently being evaluated to be reconstructed to provide greater protection for urban uses. There is a potential for a breach of the levee prior to reconstruction of the levee. Because the proposed electronic billboard would be installed with concrete approximately 40 feet below ground surface, a potential breach of the levee would result in a less than significant impact on the proposed electronic billboard. Overall, the potential inundation at the Project site would result in a less than significant impact on the proposed electronic billboard and would not result in exposing people to injury or death.

g) **No Impact.** Based on a review of the Flood Insurance Rate Map, the Project site is not located in a flood prone area (FEMA, 2010). As discussed in Section 3.9 d) above, the Project site would not be subject to seiches or tsunamis. The Project site and surrounding area contain relatively flat terrain and are not subject to mudflows. Therefore, the Project would not be exposed to substantial risk related to inundation by a seiche, tsunami or mudflow at the Project site.

References

AECOM. 2015. Ventura County Multi-Hazard Mitigation Plan. Available at: https://www.vcfloodinfo.com/pdf/2015%20Ventura%20County%20Multi-Hazard%20Mitigation%20Plan%20and%20Appendices.pdf. Accessed on February 18, 2022.

City of Oxnard. Nd. City of Oxnard Code of Ordinances, Section 22-222, Construction Development. Available at: https://codelibrary.amlegal.com/codes/oxnard/latest/oxnard_ca/0-0-0-45944. Accessed on February 17, 2022.

Federal Emergency Management Agency. 2010. Flood Insurance Rate Map, Ventura County, California, Panel 910 of 1275, Map Number 06111C0910E. Available at: https://msc.fema.gov/portal/search?AddressQuery=Riverpark%20Oxnard%20Ca#searchresultsanchor. Accessed on February 18, 2022.

3.10 Land Use and Planning

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project conflict with an applicable land use plan, policy or regulation of the City or other agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating a significant environmental effect?	☐	☐	☒	☐
b) Would the project involve land uses that are not allowed under any applicable airport land use compatibility plan?	☐	☐	☒	☐
a) Would the project conflict with an applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
b) Would the project physically divide an established community?	☐	☐	☐	☒

Discussion

a) **Less than Significant Impact.** As discussed in Section 3.1 c), based on a review of the existing City of Oxnard sign regulations within the City of Oxnard Municipal Code, the proposed electronic billboard is not currently an allowed use within the City of Oxnard. However, as discussed within Section 3.1, Aesthetics, the implementation of the proposed electronic billboard would result in less than significant impacts to scenic vistas, scenic resources, and scenic highways, and the Project would result a less than significant visual alteration of the existing visual characteristics as well as less than significant light and glare. In addition, the City is currently processing a separate Ordinance amendment to allow electronic billboards prior to approval of the Project. The Project includes a Development Agreement, Street Vacation and a design that complies with the proposed Ordinance regulations. Therefore, the proposed Project would not conflict with a regulation of the City (i.e., the City of Oxnard Municipal Code) that was adopted for the purpose of avoiding or mitigating a significant environmental effect.

b) **Less Than Significant Impact.** The Project is located approximately 2.8 miles from the Oxnard Airport. According to the Oxnard Airport Master Plan, obstructions to air navigation in the vicinity of the Project site would occur if structures exceeded 350 feet in elevation (Coffman Associates, Inc., 2004). Because the Project includes an electronic billboard that will include a height of 80 feet above the ground, the implementation of the Project would not impact air navigation.

c) **No Impact.** According to the City of Oxnard 2030 General Plan EIR, no established or planned Habitat Conservation Plan, Natural community Conservation Plan, or other approved local, regional, or state habitat conservation plan exists within the City of Oxnard (Matrix Design Group, 2009). Therefore, the Project would not result in any impact associated with these plans.

d) **No Impact.** Construction of the proposed electronic billboard includes the placement of a pole in the ground. The proposed billboard would not physically divide the surrounding

community since the proposed sign would not obstruct or in any way change access to the existing community. The Project site is along an existing roadway right-of-way and would not impact any roadways or traffic circulation patterns within the existing community. The proposed electronic billboard Project would not create any barriers to access to a community or require removal of any housing. As such, the proposed Project would have no impact.

References

Coffman Associates, Inc. 2004. Airport Master Plan for Oxnard Airport. Available at: https://vcportal.ventura.org/AIRPORTS/docs/document_library/Master_Plan_OXR_2004.pdf. Accessed on February 18, 2022.

Matrix Design Group. 2009. City of Oxnard General Plan Program Environmental Impact Report. Available at: https://www.oxnard.org/city-department/community-development/planning/2030-general-plan/. Accessed on February 18, 2022.

3.11 Mineral Resources

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in the loss of availability of a known mineral resource of value to the region or state?	☐	☐	☐	☒
b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated in the 2030 General Plan or other adopted land use plan?	☐	☐	☐	☒

Discussion

a) **No Impact.** Based on a review of the RiverPark Specific Plan EIR, the Project site is located in an area identified as RiverPark Specific Plan Area 'A'. The City has designated this area for urban uses since 1986 and mining within this area, including the Project site, would be economically infeasible due to its location and expected poor quality of materials recovered (Impact Sciences, 2001). The proposed Project would not result in the loss of availability of important mineral resources. No impacts to mineral resources would occur with the implementation of the proposed Project.

b) **No Impact.** Because the Project site has been designated for urban development since 1986 and currently designated Regional Commercial uses, the City of Oxnard General Plan has not designated the Project site as a mineral resource recovery area (City of Oxnard, 2014). Therefore, the implementation of the Project would not impact a locally-important mineral resource recovery site.

References

City of Oxnard. 2014. City of Oxnard 2030 General Plan Map. Available at: https://www.oxnard.org/wp-content/uploads/2016/03/203020GENERAL20PLAN2030x402009.14V3-1.pdf. Accessed on February 22, 2022.

Impact Sciences. RiverPark Specific Plan Draft EIR. 2001. Available at: https://www.oxnard.org/environmental-document-archives/. Accessed on February 22, 2022.

3.12 Noise

Issues:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Would the project generate or expose persons to noise levels exceeding standards established in the Oxnard 2030 General Plan or Noise Ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b)	Would the project generate or expose persons to excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c)	Would the project generate a substantial temporary or periodic increase in ambient noise in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d)	Would the project generate a substantial permanent increase in ambient noise in the project vicinity above levels existing without the project?	☐	☐	☐	☒
e)	For a project located within the airport land use plan for Oxnard Airport or within two miles of Naval Base, Ventura County at Point Mugu, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f)	Would the project expose non-human species to excessive noise?	☐	☒	☐	☐

Discussion

a) **Less than Significant Impact.** Implementation of the proposed electronic billboard would result in noise increases during construction activities and noise increases during operation due to periodic maintenance activities.

Construction activities will include the placement of a pole 50 feet into the ground and extension of the pole 80 feet above the ground as well as trenching for the proposed electrical line. The placement of the proposed pole will result in the highest noise levels during construction and would require the following construction equipment for each construction activity:

Drill footing/haul and dispose dirt (1 to 2 days)

- 48’ Flatbed Truck & Trailer
- Caterpillar 262D Skid Steer Loader
- LoDril HT Drill Mounted on a John Deere 270D
- 5 Super 10 Dump Trucks rotating dumps

Column Set/Concrete Pour (1 to 2 days)

- Link Belt HTC8690 90 Ton Mobile Crane Truck
- Elliott L140 Hireach Crane Truck

- 4 Concrete Mixing Trucks
- Concrete Rock Pump Trailer

Set Top of Column and Build & Set Structure (1 to 2 days)

- 2 - 48' Flatbed Truck & Trailer
- Grove GMK5275 – 275 Ton Mobile Crane Truck
- Elliott L140 Hireach Crane Truck
- Ingersoll Rand P-1000-W-D Towable Air Compressor

Build and Set Digital Displays (1 to 2 days)

- 2 - 48' Flatbed Truck & Trailer
- Link Belt HTC8690 90 Ton Crane Mounted on flatbed truck
- Elliott L140 Hireach Crane Truck

As a worst-case evaluation, there is an assumption that the drill footing/haul and dirt disposal as well as the column set/concrete pour activities could occur in one day. **Table N-1** provides estimated construction noise levels at 50 feet, 100 feet and 200 feet.

TABLE N-1
CONSTRUCTION NOISE LEVEL[a]

Activity	Noise Level, dBA Leq
Drill Footing/Haul and Dispose Dirt, and Column Set/Concrete Pour	
At 50 feet	82/83
At 100 feet	76/77
At 200 feet	70/71
Set Top of Column and Build & Set Structure	
At 50 feet	80
At 100 feet	74
At 200 feet	68
Build and Set Digital Displays	
At 50 feet	79
At 100 feet	73
At 200 feet	67

[a] Based on equipment identified above that was provided by the Project applicant.
SOURCE: Client and ESA 2022

The nearest existing residences to the Project site is approximately 600 feet east of the site. As shown above, the highest construction noise levels at 200 feet would be approximately 71 dBA Leq. Based on a distance attenuation of 6 dBA for each doubling of distance, construction noise levels at 400 feet would be approximately 65 dBA Leq. Because the

existing residences would be approximately 600 feet east from the proposed construction activities, noise levels at these existing residences would be less than 65 dBA Leq. Based on the Community Noise Exposure standards for residential uses and specifically multi-family uses that are located approximately 600 feet from the Project site, normally acceptable noise exposure is less than 65 dB.

Construction noise levels are considered significant if noise levels are not consistent with the City of Oxnard Noise Ordinance or are not consistent with the 2030 General Plan noise policies.

City of Oxnard Noise Ordinance

In accordance with Section 7-188 of the City's Municipal Code, sound sources associated with or created by construction, repair, remodeling or grading of any real property are exempt, provided the activities occur between the hours of 7:00 a.m. and 6:00 p.m. on weekdays, including Saturday. Because the Project would include construction activities between the hours of 7:00 a.m. and 6:00 p.m. on weekdays, including Saturday, the construction noise levels are considered less than significant.

Operational noise levels would occur during periodic maintenance activities. These activities would be required to repair and maintain the proposed electronic billboard. These maintenance activities would include a nominal number of trucks traveling to the Project site and result in less than significant truck traffic noise. In addition, the repair and maintenance activities that would periodically occur onsite would be considered exempt and result in nominal increases in noise levels to the surrounding uses. These periodic maintenance activities would only occur during the hours of 7:00 a.m. and 6:00 p.m. on weekdays, including Saturday. Therefore, long-term operational activities associated with the proposed electronic billboard would result in less than significant noise impacts.

City of Oxnard Safety & Hazards Element

The Safety & Hazards Element includes noise policies. The applicable policies are related to construction noise (City of Oxnard, 2016). Because the operational activities would include periodic maintenance activities that would generate nominal noise levels, the operational-related noise policies are not applicable to the Project. The following construction noise policies are applicable to the Project.

SH-6.1 Construction Noise Control – Provide best practices guidelines to developers for reducing potential noise impacts on surrounding land uses.

As described above, noise levels associated with construction activities at the nearest residences would be less than 65 dBA Leq which is considered a normally acceptable noise exposure for multi-family residences. Therefore, construction activities would not require best practices to reduce anticipated construction noise.

SH-6.2 Limiting Construction Activities – Continue to limit construction activities to the hours of 7 am to 7 pm, Monday through Saturday. No construction shall occur after hours, on Sundays, or national holidays without permission from the city.

As also described above, construction activities would be limited to the hours of 7:00 a.m. and 6:00 p.m. on weekdays, including Saturday. Therefore, the Project would be consistent with this goal.

b) **Less than Significant Impact.** Construction equipment generates ground vibration. Operational activities associated with the Project would generate ground vibration with vehicles traveling on roadways.

The City of Oxnard does not have vibration criteria standards; however, there are federal vibration criteria that have been adopted by the Federal Transit Administration (FTA). The vibration damage criteria for structures in the Project vicinity is 0.5 peak particle velocity (PPV). The vibration criteria for human annoyance is 72 vibration decibels (VdB) (Federal Transit Authority, 2018). Based on the review of the FTA vibration levels by type of equipment, the highest level of vibration from a piece of equipment that would be used during the Project construction activities would occur from a loaded truck that generates 0.076 PPV and 86 VdB at 25 feet. At the nearest residence, located at approximately 600 feet east of the Project site, the residence would be exposed to 0.0007 PPV and 45 VdB that are less than the 0.5 PPV vibration damage criteria and less than the 72 VdB human annoyance criteria. Therefore, construction activities associated with the Project would result in less than significant vibration impacts.

Long-term maintenance activities would result in periodic trucks accessing the Project site; however, trucks accessing the site would result in nominal increases in the typical vibration levels that are experienced from daily vehicles traveling along Ventura Road. Therefore, long-term vibration impacts associated with the Project would be less than significant.

c) **Less than Significant Impact.** The implementation of the Project would result in temporary and periodic increases in noise levels. As discussed above, temporary noise levels would occur during construction activities associated with the electronic billboard and the trenching for the electrical line. As a worst-case assumption, noise levels at the nearest residence would be less than 65 dBA Leq which would be considered less than significant for multi-family residences. In addition, the City considers construction activities as significant if construction noise does not occur within the Noise Ordinance timing restriction. Because the Project would include construction activities within the allowed times of day, the Project would result in a less than significant temporary noise impact.

As discussed above, long-term maintenance activities associated with the proposed electronic billboard would occur. However, these periodic activities would result in nominal increases in noise and would be considered less than significant.

d) **No Impact.** Operation of the proposed electronic billboard would not generate permanent noise. Therefore, the implementation of the Project would result in no long-term permanent noise impact.

e) **No Impact.** There are no public airports or private airstrips within two miles of the Project site. The closest airport is the Oxnard Airport located approximately 2.8 miles southwest of the Project site in the City of Oxnard. The next closest airport is the Camarillo Airport which is located approximately 4.9 miles southeast of the Project site. Because the Project does not include people residing on the site, and the site is over two miles from the nearest airport, the Project would not expose people to excessive airport noise levels. Therefore, no impact would occur.

f) **Less than Significant with Mitigation Incorporated.** As discussed in Section 3.4 a) above, construction activities from the implementation of the Project could increase noise levels for nesting bird species in the Project vicinity. This increase in noise could result in a significant noise impact to nesting birds.

> Implementation of Mitigation Measures BIO-1 and BIO-2 from Section 3.4 a) is required.

With the implementation of Mitigation Measures BIO-1 and BIO-2 for nesting birds, potential impacts to nesting birds would be reduced to less than significant.

References

City of Oxnard. 2016. 2030 General Plan Goals and Policies, Safety & Hazards Element. Available at: https://www.oxnard.org/wp-content/uploads/2017/06/Oxnard-2030-General-Plan-Amend-06.2017-SM.pdf. Accessed on February 28, 2022.

Federal Transit Administration. 2018. Transit Noise and Vibration Impact Analysis.

3.13 Population, Education, and Housing

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project involve a General Plan amendment that could result in an increase in population beyond that projected in the 2030 General Plan that may result in one or more significant physical environmental effects?	☐	☐	☐	☒
b) Would the project induce substantial growth on the project site or surrounding area, resulting in one or more significant physical environmental effects?	☐	☐	☐	☒
c) Would the project result in a substantial (15 single-family or 25 multi-family dwelling units – about one-half block) net loss of housing units through demolition, conversion, or other means that may necessitate the development of replacement housing?	☐	☐	☐	☒
d) Would the project result in a net loss of existing housing units affordable to very low- or low-income households (as defined by federal and/or City standards), through demolition, conversion, or other means that may necessitate the development of replacement housing?	☐	☐	☐	☒
e) Would the project cause an increase in enrollment at local public schools that would exceed capacity and necessitate the construction of new or expanded facilities?	☐	☐	☐	☒
f) Would the project directly or indirect interfere with the operation of an existing or planned school?	☐	☐	☐	☒

Discussion

a) **No Impact.** The proposed Project includes the installation of a digital electronic billboard on a site that currently is designated Regional Commercial within the 2030 General Plan (City of Oxnard, 2014). The placement of the billboard does not require a general plan amendment and would not increase population beyond that projected in the 2030 General Plan. Therefore, the Project would result in no impact on population.

b) **No Impact.** The proposed Project includes the installation of a digital electronic billboard. The operation of the billboard would not result in the inducement of growth on the Project site or surrounding area because the operation would not require an onsite employee to operate the billboard.

c) **No Impact.** The implementation of the electronic billboard is on a site that does not contain any existing housing. Therefore, the implementation of the Project would result in no impact on existing housing.

d) **No Impact.** As stated above, the implementation of the electronic billboard is on a site that does not contain any existing housing. Therefore, the implementation of the Project would result in no impact on existing housing, including existing affordable housing units.

e) **No Impact.** Because the Project would not result in new housing or employment opportunities, the implementation of the Project would not impact enrollment at local public schools.

f) **No Impact.** The nearest school to the Project site is Rio del Sol School located approximately 0.5-mile northeast of the Project site. Construction and operation of the proposed billboard would not directly or indirectly interfere with the operation of a school.

References

City of Oxnard. 2014. City of Oxnard 2030 General Plan Map. Available at: https://www.oxnard.org/wp-content/uploads/2016/03/203020GENERAL20PLAN2030x402009.14V3-1.pdf. Accessed on February 28, 2022.

3.14 Public Services and Recreation

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase demand for fire protection service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?	☐	☐	☐	☒
b) Would the project increase demand for law enforcement service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?	☐	☐	☐	☒
c) Would the project increase the use of existing park facilities such that substantial physical deterioration of the facilities would occur or be accelerated or that new or expanded park facilities would be needed to maintain acceptable service levels?	☐	☐	☐	☒
d) Would the project increase the need for or use of existing library or other community facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☐	☒

Discussion

a) **No Impact.** The operation of the proposed electronic billboard would add a structure that would be served by the City of Oxnard Fire Department Station 7 that is located approximately 1.6 miles east of the Project site (City of Oxnard, 2022a). No employees would be located on the Project site, and therefore, the addition of the proposed billboard would not require the addition of a new fire station or modifications to an existing fire station to serve the Project site. Therefore, the proposed Project would have no impact on fire protection services.

b) **No Impact.** The Project site is located approximately 3 miles north of the City of Oxnard Police Department and located within Neighborhood Policing Beat 14 (City of Oxnard, 2022b). The proposed Project includes an electronic billboard that would not result in a demand for police protection services because there are no employees that would be located on the Project site. Therefore, the Project would have no impact on police protection services.

c) **No Impact.** The proposed Project would not generate employees and would not increase the use of existing park facilities. Therefore, the Project would not result in the physical deterioration of existing park facilities.

d) **No Impact.** The proposed Project would not generate employees and would not increase the use of existing libraries or other community facilities. Therefore, the Project would not impact libraries or community facilities.

References

City of Oxnard. 2022a. City of Oxnard Fire Department, Fire Station Locations. Available at: https://www.oxnard.org/fire-station-locations-fire-department/. Accessed on February 28, 2022.

City of Oxnard. 2022b. Oxnard Police Department, Neighborhood Policing Beat Coordinator Map. Available at: https://sites.google.com/oxnardpd.org/2020-beat-map/police-beat-map Accessed on February 28, 2022.

3.15 Transportation and Circulation

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☒
c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Would the project result in inadequate emergency access?	☐	☐	☒	☐

Discussion

a) **Less than Significant Impact.** Construction of the proposed electronic billboard would generate a nominal number of construction vehicle trips for the activities to place the electronic billboard on the Project site and trench for approximately 200 feet to an existing Southern California Edison electrical facility north of the Project site along Ventura Road. Project construction activities would result in a nominal number of trips and may require a temporary partial lane closure along Ventura Road. However, these activities would occur over a short term, and the existing painted median could be used for access. Construction activities would not substantially conflict with the circulation system. Therefore, potential impacts would be less than significant impacts. In addition, long-term activities associated with the Project include periodic visits to the site for maintenance. These periodic visits would also result in less than significant impacts to the surrounding circulation system.

b) **No Impact.** The proposed Project would include periodic maintenance vehicle trips to the site and would not require daily vehicle trips to the site for operation of the electronic billboard. Therefore, the Project would have no impact on vehicle miles traveled.

c) **Less than Significant Impact.** The proposed Project includes the placement of an electronic billboard adjacent to U.S. 101. The proposed billboard will be oriented for viewing primarily from U.S. 101. The proposed billboard will comply with all applicable laws and regulations concerning brightness, including, without limitation, California Building and Professions Code Section 5403(g) and California Vehicle Code Section 21466.5. The billboard proposes to include different images, but each image will be displayed for at least eight seconds and the images would not move or present the appearance of motion and would not flash or blink or any other means that does not provide a constant illumination. These features associated with the proposed electronic billboard would not substantially increase hazards to drivers along U.S. 101 and less than significant impacts would occur.

d) **Less than Significant Impact.** The implementation of the proposed electronic billboard and installation of an electrical line may require temporary partial lane closure along Ventura Road during the drilling for the electronic billboard pole and the trenching along the Ventura Road right-of-way to connect an electrical line from the Project site to a Southern California Edison facility located approximately 200 feet to the northeast. Ventura Road currently has two southbound lanes and an approximately 6-foot wide paved shoulder lane. If a closure of the shoulder lane and a portion of one of the southbound lanes occurs, the painted median could allow adequate southbound emergency access along Ventura Road. Operational activities occurring on the Project site would not result in changes to the transportation circulation. Therefore, construction and operational activities associated with the Project would result in less than significant impacts to emergency access.

References

No references.

3.16 Utilities and Energy

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project need new or expanded water supply entitlements that are not anticipated in the current Urban Water Management Plan?	☐	☐	☐	☒
b) Would the project require additional wastewater conveyance or treatment capacity to serve project demand and existing commitments?	☐	☐	☐	☒
c) Would the project generate solid waste that would exceed the permitted capacity of a landfill serving the City?	☐	☐	☐	☒
d) Would the project conflict with federal, state, or local statutes or regulations related to solid waste?	☐	☐	☐	☒
e) Would the project involve wasteful, inefficient, or unnecessary consumption of energy during project construction, operation, maintenance, and/or removal?	☐	☐	☒	☐
f) Would the project require additional energy facilities, the provision of which may have a significant effect on the environment?	☐	☐	☐	☒
g) Would the project be inconsistent with existing energy standards?	☐	☐	☒	☐
h) Would the project preempt future energy development or future energy conservation, or inhibit the future use of renewable energy or energy storage?	☐	☐	☐	☒

Discussion

a) **No Impact**. The operational activities associated with the proposed electronic billboard would not require the use of water, and therefore, the Project would not require new or expanded water supply entitlements. Therefore, the Project would have no impact.

b) **No Impact.** The proposed Project would not result in wastewater generation, and therefore, would not result in a need for wastewater treatment. As a result, the Project would not impact the capacity of the existing wastewater treatment facilities servicing the City of Oxnard.

c) **No Impact**. The proposed electronic billboard would not include any employees and would not generate solid waste. Temporary construction waste would be hauled off site in accordance with all Federal, State, and local regulations. The Project would not exceed current permitted capacities of landfills because the Project would not generate operational waste. As such, the proposed Project would have no long-term impact.

d) **No Impact.** As discussed above, temporary construction waste would be generated during installation of the proposed billboard as well as trenching for the electrical line. However, the construction waste would be hauled off site in accordance with all Federal, State, and local regulations, and therefore, would not conflict with these regulations.

e) **Less than Significant Impact**. As described below, the proposed Project would not involve wasteful, inefficient, or unnecessary consumption of energy.

Construction

The Project would consume energy during construction activities, primarily from on- and off-road vehicle fuel consumption in the form of diesel and gasoline, necessary to install a typical billboard. Construction of a typical billboard is assumed to require up to four workdays, depending on the nature of the soil and the extent of the column footing required. For the purposes of evaluating energy usage, the analysis conservatively assumes a construction scenario of four days of construction. The construction would consist of the following tasks: 1) drilling and haul of excavated soil, 2) column set and concrete pour, 3) building the structure and 4) installation of digital display. These activities would occur over a two-week period with a five to seven-day break between the drilling/column set and the installation to allow for concrete setting.

Energy consumption would occur from the operation of heavy-duty construction equipment, on-road trucks, and from on-road light-duty passenger vehicles from construction workers commuting to and from the Project site. Heavy-duty construction equipment was conservatively assumed to be primarily diesel-fueled. Diesel fuel would also be used for heavy-duty on-road trucks used for hauling of excavated soils, cement delivery, on-road transport of construction equipment and materials (i.e., aerial lift trucks, cranes, and billboard construction materials such as columns and electronic displays) Natural gas and electricity are not anticipated to be used during construction activities in any substantial quantities. A summary of the Project's construction fuel usage is provided in **Table UE-1**, *Summary of Fuel Consumption During Installation of the Proposed Electronic Billboard*. Energy calculations for fuel consumption are based on the same assumptions used for the Air Quality analysis and used for the CalEEMod Emissions Modeling.

TABLE UE-1
SUMMARY OF FUEL CONSUMPTION DURING INSTALLATION OF THE PROPOSED ELECTRONIC BILLBOARD

Activity	Fuel	Gallons[a]
Off-Road Construction Equipment	Diesel	203
Construction Haul Vehicles	Diesel	117
Construction Worker Commuting	Gasoline	14

[a] Fuel estimates are based on installation of the proposed electronic billboard in 2022.
SOURCE: ESA, 2022

As shown, the estimated total diesel fuel consumed by construction equipment and on-road haul/delivery trucks would be approximately 320 gallons for the installation of the proposed electronic billboard. Transportation fuel from workers traveling to and from the Project site would be limited and are estimated as less than 15 gallons of gasoline which is considered minimal fuel consumption.

Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, crude oil production would be sufficient to meet 50 years of worldwide consumption (BP Global, 2022). Vehicles that would be used by construction workers would comply with Corporate Average Fuel Economy fuel economy standards, which would result in more efficient use of transportation fuels (lower consumption). Vehicles that would be used by construction workers would also comply with Pavley and Low Carbon Fuel Standards which are designed to reduce vehicle GHG emissions, but would also result in fuel savings in addition to compliance with Corporate Average Fuel Economy standards.

Construction of the Project would utilize fuel-efficient equipment consistent with State and federal regulations, such as fuel efficiency regulations in accordance with the California Air Resources Board (CARB) Pavley Phase II standards, the anti-idling regulation in accordance with Section 2485 in Title 13 of the California Code of Regulations, and fuel requirements in accordance with Section 93115 in Title 17 of the California Code of Regulations, and would comply with State measures to reduce the inefficient, wasteful, and unnecessary consumption of energy, such as petroleum-based transportation fuels. While these regulations are intended to reduce construction emissions, compliance with the anti-idling and emissions regulations discussed above would also result in fuel savings from the use of more fuel-efficient engines. Therefore, Project construction would not result in wasteful, inefficient, or unnecessary consumption of energy resources and energy impacts would still be less than significant. Calculation details for fuel and energy consumption are included in **Appendix G**.

Operation

Operations of the proposed electronic billboard would consume energy in the form of purchased electricity to power the lighting. Electricity in the Project area (Ventura County) is provided by Southern California Edison (SCE). SCE is required to commit to the use of renewable energy sources for compliance with the Renewable Portfolio Standards (RPS). SCE has already met its requirement to procure at least 33 percent of its energy portfolio from renewable sources by 2020 with approximately 33.1 percent of its 2020 electric supply power mix from renewable power (SCE 2020). With the passage of SB 100 in September 2018, SCE will be required to update its long-term plans to demonstrate compliance including providing 60 percent of its energy portfolio from renewable sources by December 31, 2030, and ultimately planning for 100 percent eligible renewable energy resources and zero-carbon resources by December 31, 2045.

Predicted energy use for the proposed electronic billboard is estimated at an average of approximately 150 kilowatt hours (kWh) per day and approximately 54,000 kWh per year.

Based on SCE's 2020 Annual Report, SCE total system sales for 2020 was 85,399 million kWh of electricity (SCE 2021). As such, the Project-related net increase in annual electricity consumption of 54,000 kWh per year would represent less than 0.0001 percent of SCE's total energy sales. The proposed electronic billboard would utilize energy

efficient light emitting diode (LED) technology, which is recognized by the U.S. Department of Energy as the most energy efficient lighting technology (U.S. DOE, n.d.). Therefore, Project operations would not result in wasteful, inefficient, or unnecessary consumption of energy resources and energy impacts would still be less than significant.

As discussed above, Project construction would utilize fuel-efficient equipment consistent with State and federal regulations, such as fuel efficiency regulations in accordance with the California Air Resources Board (CARB) Pavley Phase II standards, the anti-idling regulation in accordance with Section 2485 in Title 13 of the California Code of Regulations, and fuel requirements in accordance with Section 93115 in Title 17 of the California Code of Regulations, to reduce the use of petroleum-based transportation fuels. Operation of the Project would utilize energy efficient light emitting diode (LED) technology, which is recognized by the U.S. Department of Energy as the most energy efficient lighting technology (U.S. DOE, n.d.). As a result, the proposed Project would support Statewide efforts to implement fuel saving strategies and utilize energy efficient technologies. Overall, the Project would not be inconsistent with existing energy standards and impacts would be less than significant.

f) **No Impact.** Implementation of the proposed electronic billboard would include the extension of an electrical line for approximately 200 linear feet to an existing electrical facility located north of and within the existing Ventura Road right-of-way. The electronic billboard would not require additional energy facilities, beyond the proposed extension of an electrical line, to serve the proposed Project. Therefore, the Project would result in no impact.

g) **Less than Significant Impact.** As discussed above, Project construction would utilize fuel-efficient equipment consistent with State and federal regulations, such as fuel efficiency regulations in accordance with the California Air Resources Board (CARB) Pavley Phase II standards, the anti-idling regulation in accordance with Section 2485 in Title 13 of the California Code of Regulations, and fuel requirements in accordance with Section 93115 in Title 17 of the California Code of Regulations, to reduce the use of petroleum-based transportation fuels. Operation of the Project would utilize energy efficient light emitting diode (LED) technology, which is recognized by the U.S. Department of Energy as the most energy efficient lighting technology (U.S. DOE, nd.). As a result, the proposed Project would support Statewide efforts to implement fuel saving strategies and utilize energy efficient technologies. Overall, the Project would not be inconsistent with existing energy standards and impacts would be less than significant.

h) **No Impact.** The implementation of the proposed electronic billboard would not preempt energy development or future energy conservation, or inhibit the future use of renewable energy or energy storage due to the Project's limited use of energy resources.

References

BP Global. 2022. Oil reserves. Available at: https://www.bp.com/en/global/corporate/energy-economics/statistical-review-of-world-energy/oil.html. Accessed February 2022.

Edison International. 2021. Edison International and Southern California Edison 2020 Annual Report, page 2. Available at: https://www.edison.com/content/dam/eix/documents/investors/sec-filings-financials/2020-eix-sce-annual-report.pdf. Accessed February 2022.

Southern California Edison. 2020, 2020 Power Content Label, Southern California Edison.

U.S. Department of Energy. nd. LED Lighting. Available at: https://www.energy.gov/energysaver/led-lighting. Accessed February 2022.

3.17 Wildfire

Issues:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Discussion

a - d) **Less than Significant Impact.** The proposed digital electronic billboard is located in an urban area of the City of Oxnard. Based on a review of the fire hazards severity zones prepared as part of the CalFire fire and resource assessment program, the Project site is not located within or near an area that is designated as a very high fire hazard severity zone (VHFHSZ). The nearest VHFHSZ designated in a Local Responsibility Area as well as a State Responsibility Area is approximately 3.5 miles to the northwest. Due to the distance from a VHFHSZ, the Project would result in less than significant impacts related to wildfires.

References

CalFire. 2020. FHSZ Viewer. Available at: gis.fire.ca.gov/FHSZ/. Accessed on March 2, 2022.

3.18 Mandatory Findings of Significance

Issues:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project have the potential to substantially 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, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Would the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Would the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Discussion

a) **Less than Significant with Mitigation Incorporated.** The implementation of the Project would include installation activities for the proposed billboard and electrical line. These activities could result in significant impacts to nesting birds in the Project vicinity. The implementation of Mitigation Measure BIO-1 and BIO-2 would reduce these potential impacts to less than significant. In addition, construction activities for the Project could result in potential significant impacts to archaeological resources. The implementation of Mitigation Measure CUL-1 would reduce these potential impacts to less than significant.

b) **Less than Significant with Mitigation Incorporated.** The potential for cumulative impacts occur when the impacts of a Project are combined with impacts from related development projects and result in impacts that are greater than the impacts of a project alone. The City of Oxnard currently includes an additional electronic billboard proposed between Riverpark Boulevard and the northside of U.S. 101. This related project is located approximately 4,600 feet east of the Project site. The City of Oxnard is also contemplating the adoption of an ordinance that would allow additional electronic billboards to be constructed and operate along U.S. 101; however, these billboards would not be allowed to be placed within 2,000 feet of an existing electronic billboard and would be required to be located at least 100 feet from an existing residence. In addition, commercial and residential projects in the vicinity of the Project site are currently in different planning and construction phases. Multi-family residential units currently exist approximately 600 feet east of the Project site while multi-family residential units are currently being planned within 200 feet east of the Project site. Because the Project site is adjacent to U.S. 101 and bound by the Santa Clara River Basin and a currently undeveloped site planned for multi-family residences on the east side, construction activities would result in less than significant impact on human beings. As discussed in Sections 3.1 through 3.17 above, the

proposed Project could result in potential significant impacts related to biological resources, cultural resources, and noise on wildlife species prior to the implementation of mitigation measures. With the implementation of Mitigation Measures BIO-1, BIO-2, CR-1, and CR-2, the potential impacts associated with the Project would be reduced to less than significant. Given that the potential related billboard projects would need to occur at least 2,000 feet from the Project site and the Project impacts to biological resources, cultural resources, and noise on wildlife species are site specific and would not combine with potential impacts associated with other electronic billboards implemented along U.S. 101, the Project's contribution to cumulative impacts would be considered less than cumulatively considerable and less than significant.

c) **Less than Significant Impact.** The implementation of the proposed electronic billboard includes potential significant impacts to nesting birds and potential archeological and paleontological resources. The Project would result in less than significant direct or indirect impacts on human beings.

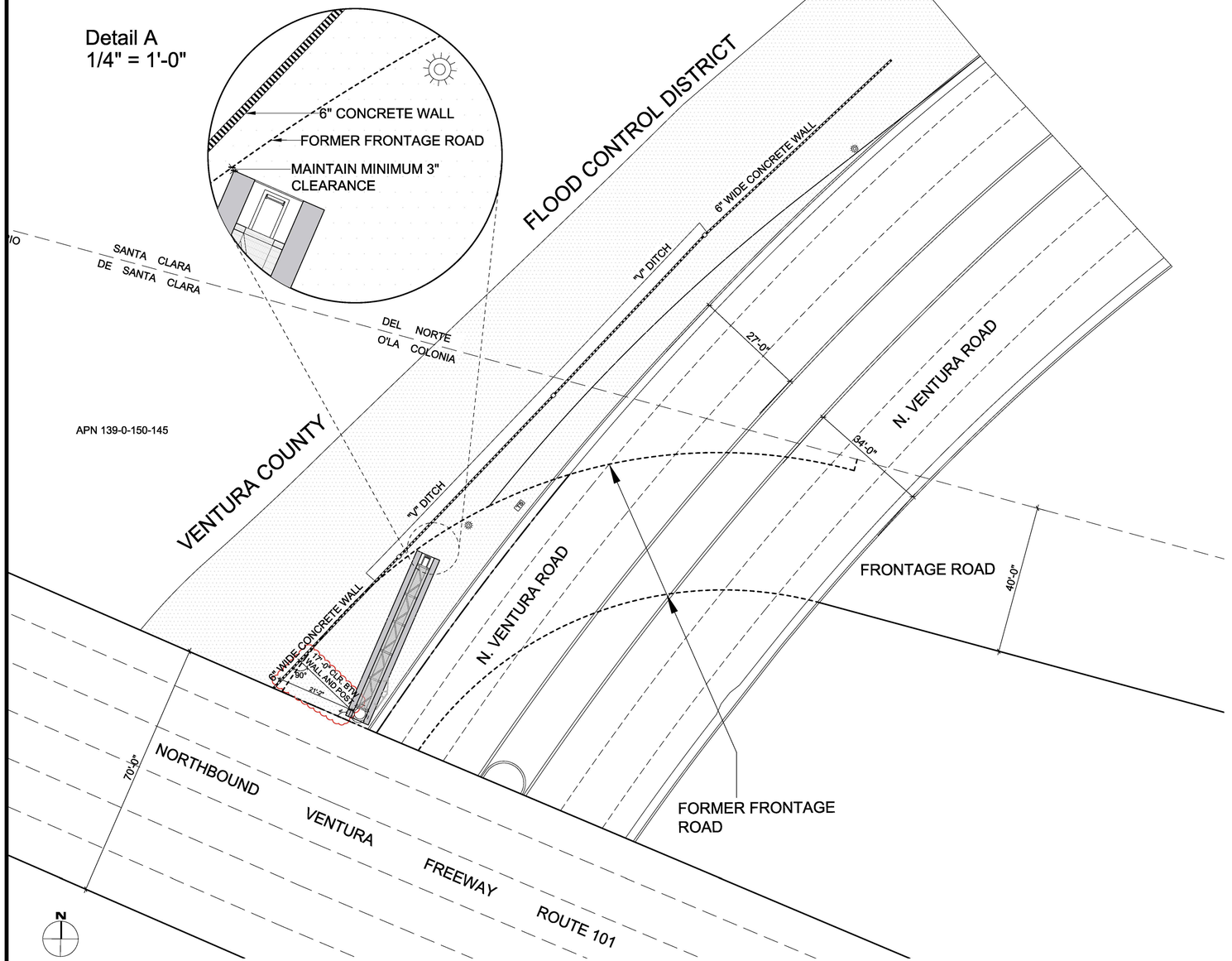
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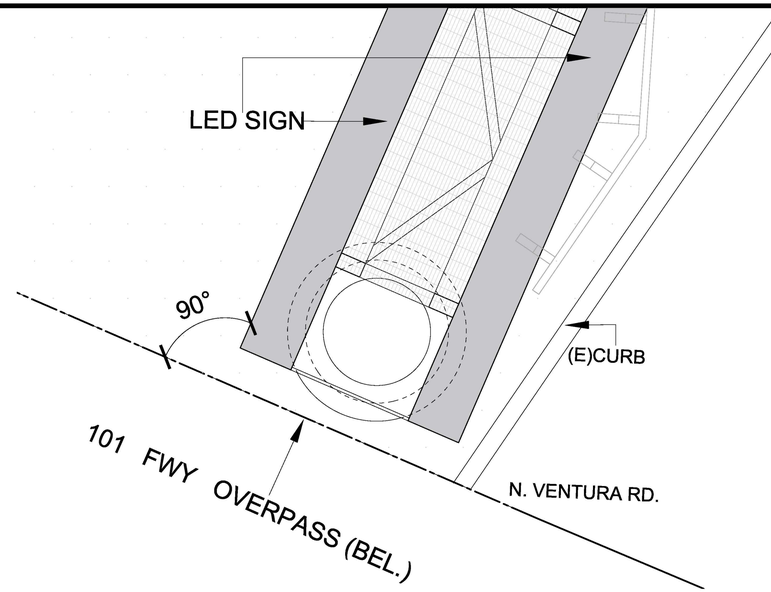
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Appendix A
Project Plans

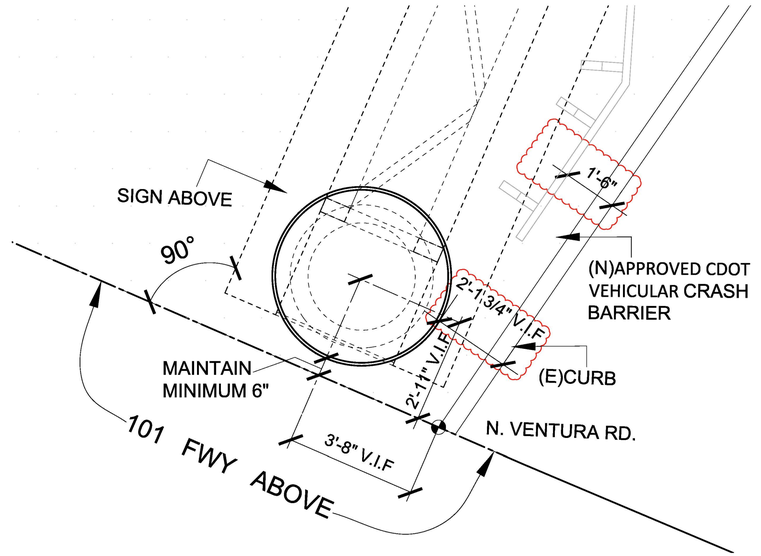
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3 Bird's Eye Site Plan 1/16" = 1'-0"



2 Layout Plan @ LED Panels 1/2" = 1'-0"



1 Site Plan @Grade 1/2" = 1'-0"

LEGEND

- GROUND
- LIGHT POLE
- TRAFFIC SIGNAL BOX

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PROJECT NAME

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APN 139-0-150-145

Oxnard,
California

CLIENT

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REV DATE ISSUE

LICENSED ARCHITECT IAN J. BIRCHALL 25033 REN. 11-30-2021 STATE OF CALIFORNIA

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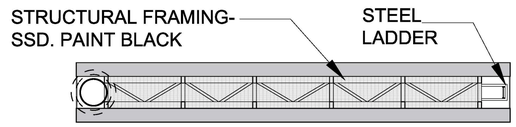
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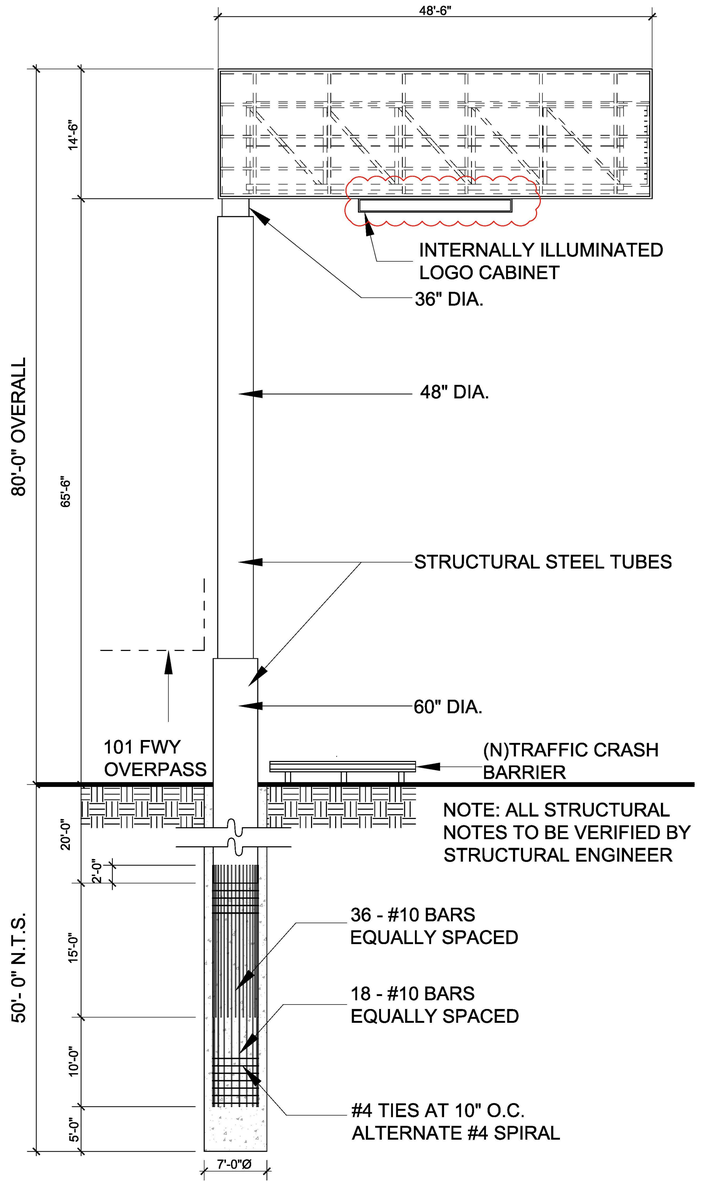
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2 Plan View

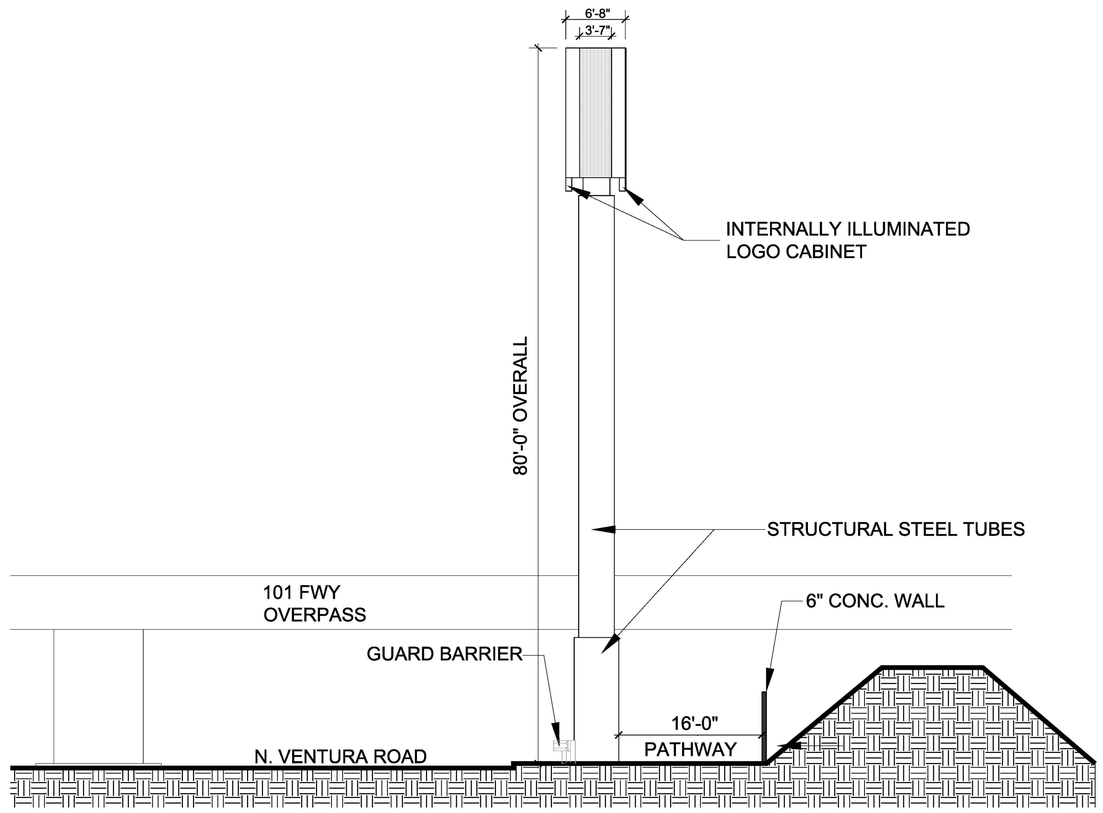
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1 Overall Elevation

SCALE - 1/8" : 1'0"

(See A-3.0 For Color Scheme)



3 CROSS SECTION VIEW

SCALE - 1/8" : 1'0"

(See A-3.0 For Color Scheme)

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SHEET DESCRIPTION

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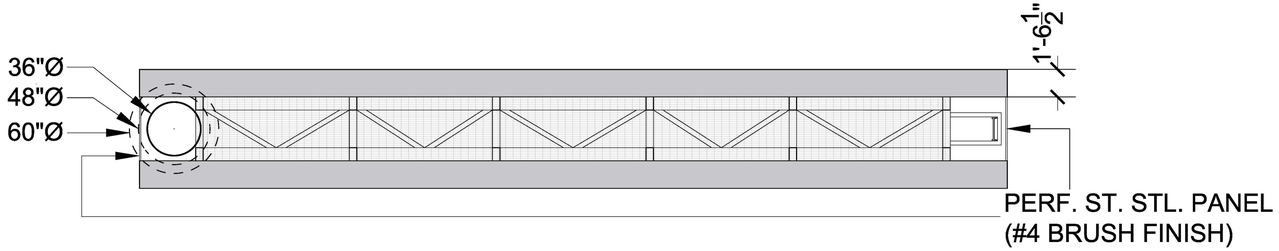
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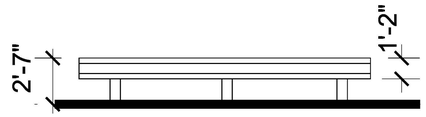
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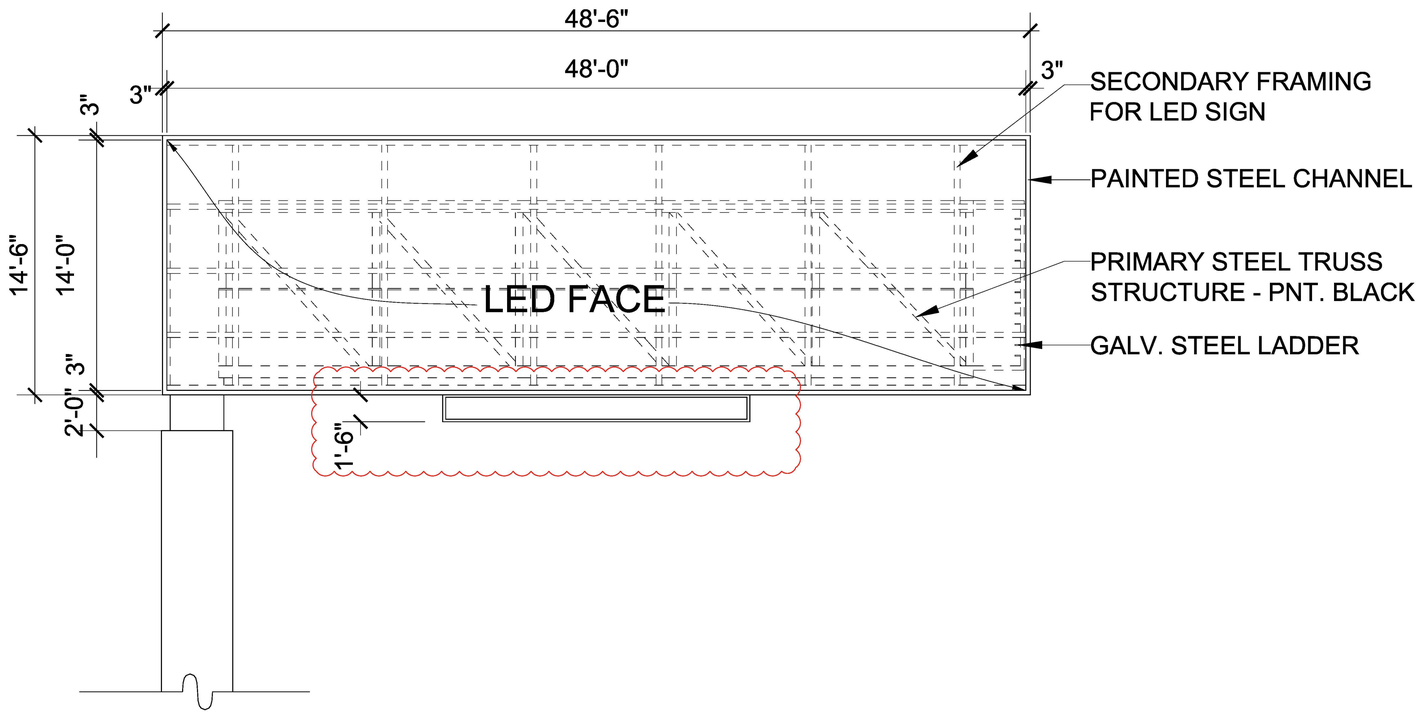
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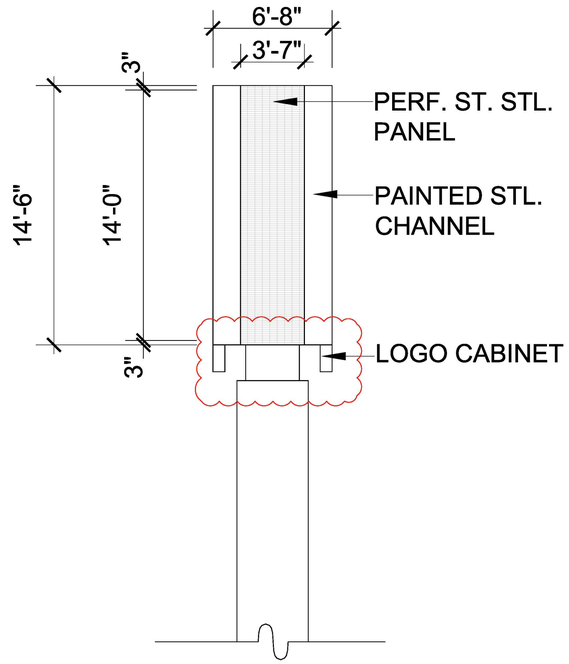




2 GUARD BARRIER FRONT VIEW SCALE - 1/4" : 1'0"



1 Face Elevation SCALE - 1/4" : 1'0"



3 End Elevation SCALE - 1/4" : 1'0"

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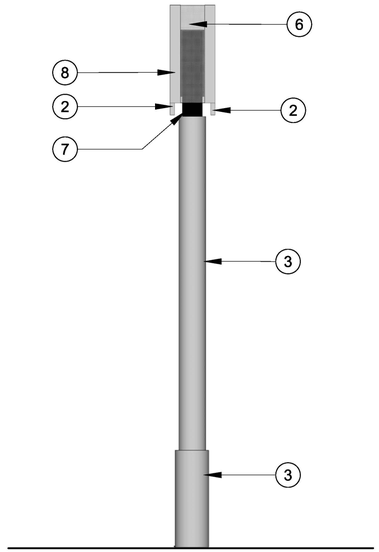
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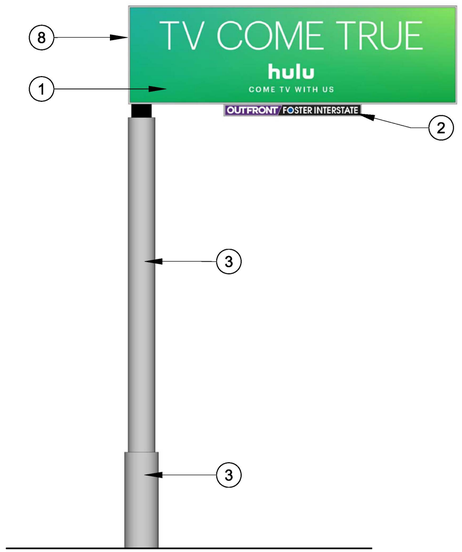
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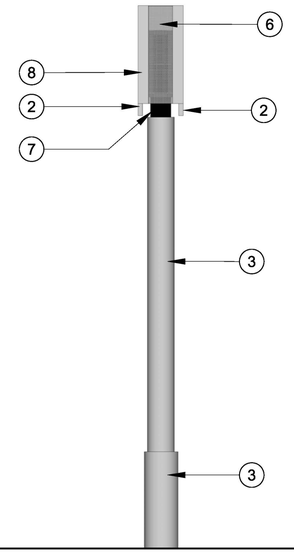
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5 Elevation C SCALE - 3/32" : 1'0"



4 Elevation B SCALE - 3/32" : 1'0"

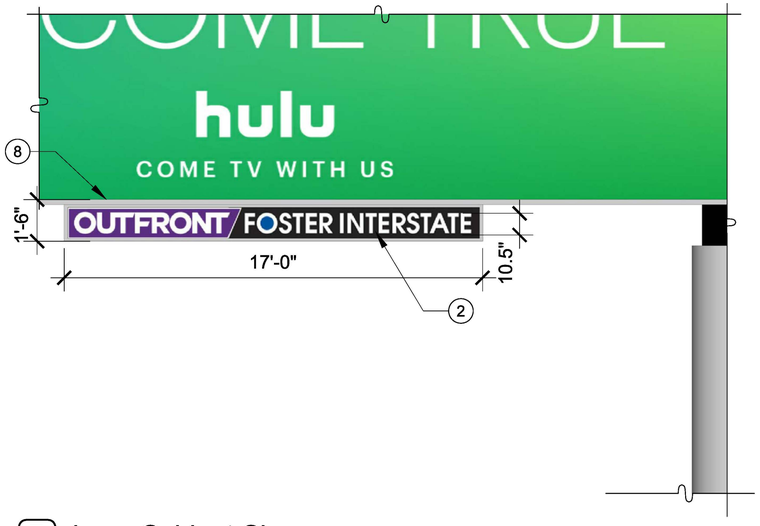


3 Elevation A SCALE - 3/32" : 1'0"



2 Perspective View 2 NTS

6 Plan View SCALE - 1/8" : 1'0"



7 Logo Cabinet Close-up



1 Perspective View 1 NTS

LEGEND

1. LED SIGN FACE
2. INTERNALLY ILLUMINATED ANODIZED ALUMINUM LOGO CABINET
3. STEEL TUBE PAINTED GRAY (MATTHEW PAINT TO MATCH PANTONE PMS877C - SATIN)
4. STEEL TRUSS PAINTED BLACK (MATTHEW PAINT - MP59647 BLACK IS BACK - SATIN)
5. ALUMINUM GRATING PLATFORM (NATURAL ANODIZED)
6. PERFORATED STAINLESS-STEEL CLOSER PANEL- #4 BRUSH
7. STEEL TUBE PAINTED BLACK (MATTHEW PAINT - MP59647 BLACK IS BACK - SATIN)
8. PAINTED STEEL CHANNEL (MATTHEW PAINT TO MATCH PANTONE PMS877C - SATIN)

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SHEET DESCRIPTION

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JOB NO.	1814

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2 View From Northbound On U.S.101



1 View From Southbound On U.S.101

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LICENSED ARCHITECT IAN J. BIRCHALL C29453 Rev. 11-30-21 STATE OF CALIFORNIA

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RENDERINGS

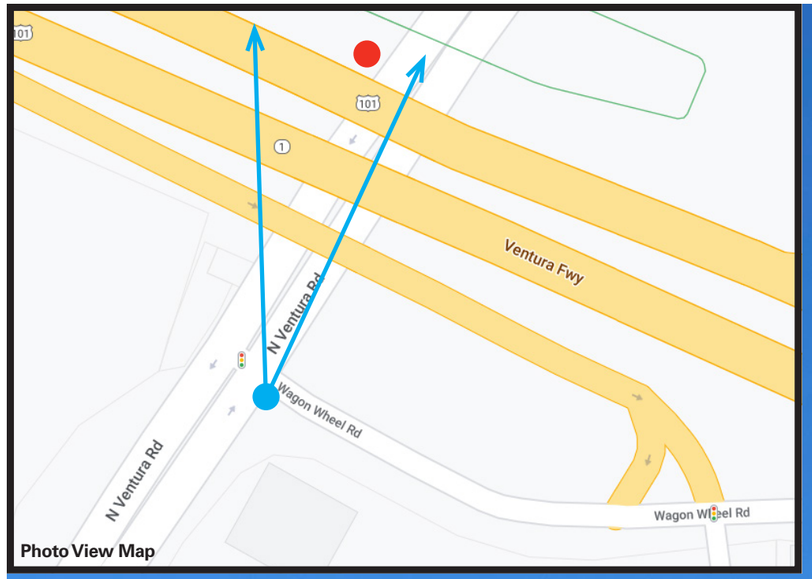
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OUTFRONT FOSTER INTERSTATE

14'h x 48'w, Double-Sided Digital Display

Site 1: View from Intersection of Ventura Rd. and Wagon Wheel

Working Draft - For Discussion Purposes Only. *Please note, design, placement of structures and elevation details are preliminary and subject to change. The positioning of each sign in this rendering and the perspective of each sign vis-a-vis the overall view is for illustration purposes only and is not exact.

Appendix B

Native American Assembly Bill 52 Notification

ESA

COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION
214 SOUTH C STREET
OXNARD, CALIFORNIA 93030
(805)385-7858
Fax (805) 385-7417

CITY OF OXNARD CALIFORNIA

November 23, 2021

Julie Tumamait-Stenslie, Chairperson
Barbareño/Ventureño Band of Mission Indians
365 North Poli Avenue
Ojai, California 93023

RE: Tribal Cultural Resources under the California Environmental Quality Act, AB 52 (Gatto, 2014). Formal Notification of determination that a Project Application is Complete or Decision to Undertake a Project, and Notification of Consultation Opportunity, pursuant to Public Resources Code § 21080.3.1 (hereafter PRC).

Dear Chair Tumamait-Stenslie

The City of Oxnard has determined that a project application is complete for the Ventura Road Electronic Billboard Project.

Below please find a description of the proposed project, a map showing the project location, and the name of our project point of contact, pursuant to PRC § 21080.3.1 (d).

The project is a request for a Special Use Permit (PZ 20-500-06) and Development Agreement (PZ 20-670-05) for the construction of a new double sided digital freeway oriented electronic billboard West-Side of Ventura Road north of Hwy 101. The property is currently a vacant City owned property. The project is subject to the California Environmental Quality Act (CEQA) and the City of Oxnard is the lead agency under CEQA.

The project is located on the West-Side of Ventura Road north of Hwy 101, between Ventura Road and the Santa Clara River (Right of Way).

The proposed project must comply with California Public Resources Code § 21080.3.1 (Assembly Bill [AB] 52 of 2014), which requires local governments to conduct meaningful consultation with California Native American tribes that have requested to be notified by CEQA lead agencies of proposed projects in the geographic area with which the tribe is traditionally and culturally affiliated.

Your tribe's input is important to the City's planning process. We request that you advise us as early as possible if you wish to consult on the proposed project. Pursuant to PRC § 21080.3.1 (b), you have 30 days from the receipt of this letter to request consultation, in writing, with the City of Oxnard. If you

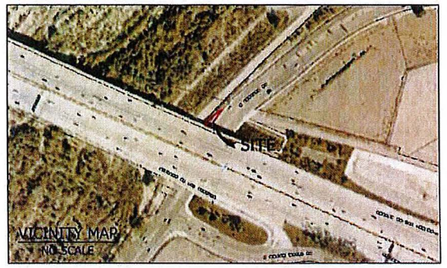
require any additional information or have any questions, please contact me 805-385-8272 or via e-mail at Joe.Pearson@oxnard.org. Thank you for your assistance.

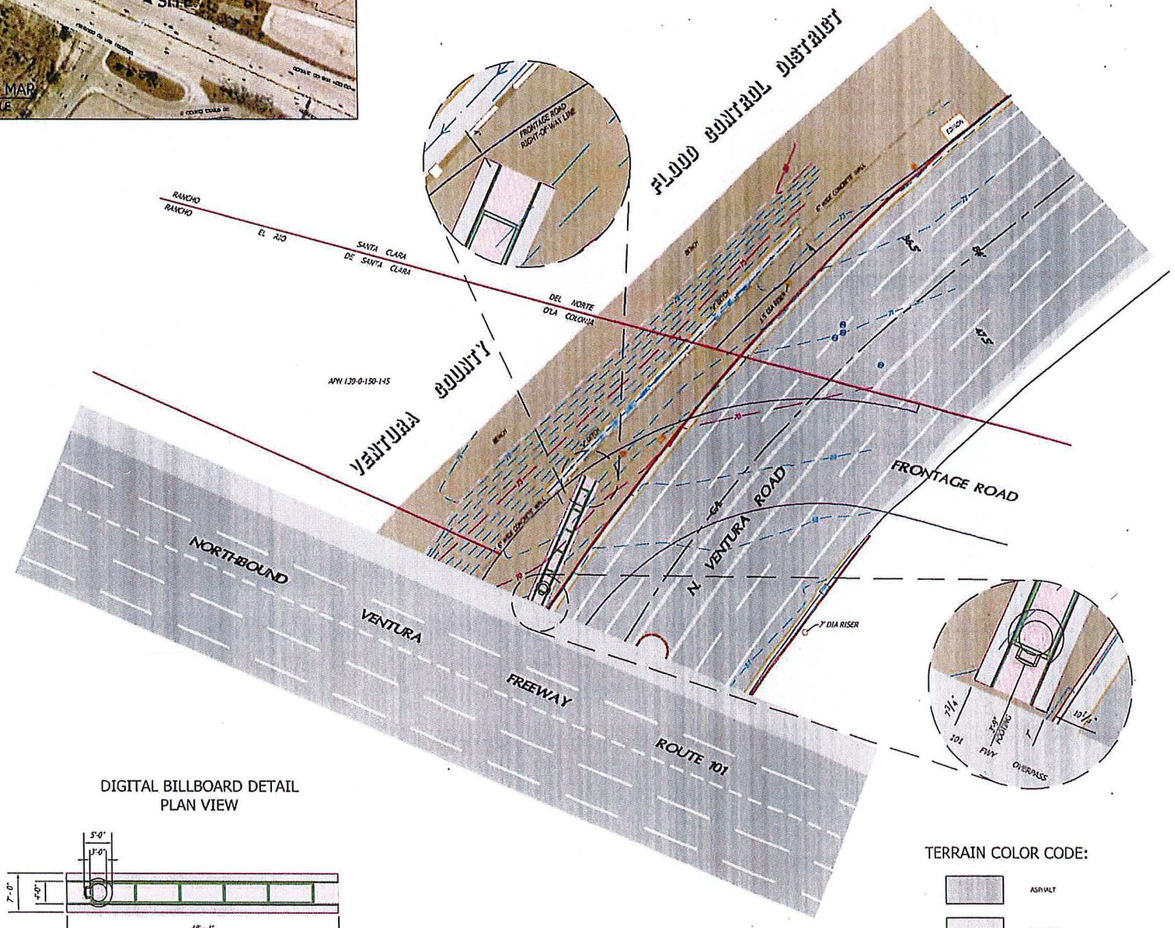
Very Respectfully,

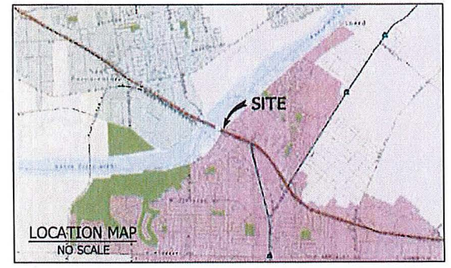
Joe Pearson II, AICP | Senior Planner
Community Development Department
City of Oxnard

Enclosed: Project Location Map and Site Plan

SITE 1







NOTE:

1. BOUNDARY SHOWN HEREON IS BASED ON FOUND MONUMENTS PER COUNTY PUBLIC WORKS FIELD BOOKS, TRACT NO. 5852, 159 MR 81, AND CALIFORNIA R/W MAP NO. F 2232-11 07-VEN-101-23.0.
2. LANDSCAPING AND LANDSCAPE IRRIGATION DEVICES MAY EXIST WITHIN THE PROPERTY AND ARE NOT SHOWN.
3. TREES AND OTHER FOLIAGE MAY EXIST WITHIN THE PROPERTY AND ARE NOT SHOWN.
4. ROAD STRIPING IS PICTORIAL AND REPRESENTS ONLY APPROXIMATE, RELATIVE LOCATIONS
5. DIGITAL BILLBOARD AND PROPOSED LOCATION PROVIDED BY CLIENT.
6. IF RETAINING WALLS OR SIMILAR STRUCTURES ARE TO BE DESIGNED FROM TOPOGRAPHY SHOWN HEREON, THE ELEVATIONS OF CRITICAL POINTS CONTROLLING THE DESIGN MUST BE VERIFIED PRIOR TO ADOPTION OF FINAL DESIGN.
7. THIS MAP WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT. EXISTING EASEMENTS (IF ANY) ARE NOT SHOWN HEREON.
8. ATTENTION: IF THIS MAP IS PROVIDED IN AN ELECTRONIC FORMAT (IE: CAD) AS A COURTESY TO A CLIENT, THE DELIVERY OF THE ELECTRONIC FILE DOES NOT CONSTITUTE THE DELIVERY OF OUR PROFESSIONAL WORK PRODUCT. ONLY THE SURVEYOR'S SIGNED AND SEALED PAPER PRINT OR PDF FORMATTED DRAWING CONSTITUTES OUR PROFESSIONAL WORK PRODUCT. IN THE EVENT THAT THE ELECTRONIC FILE IS ALTERED, THE SURVEYOR'S SIGNED AND SEALED PRINT OR PDF FORMATTED DRAWING MUST BE REFERRED TO FOR THE ORIGINAL AND CORRECT SURVEY INFORMATION. CHRIS NELSON AND ASSOCIATES, INC., SHALL NOT BE RESPONSIBLE FOR ANY MODIFICATION MADE TO THE PROVIDED CAD FILE, OR FOR ANY PRODUCTS THAT HAVE BEEN DERIVED FROM THE CAD FILE, WHICH ARE NOT REVIEWED, SIGNED AND SEALED BY US.

BENCH MARK:

B.M. NO. R 30 1920 VCPID 193 NAVD 1988 COUNTY OF VENTURA DATUM

3.2 MILES ALONG THE SOUTHERN PACIFIC RAILROAD FROM THE STATION AT OXNARD, AT A LONG STEEL BRIDGE OVER THE SANTA CLARA RIVER, 2.3 FEET NORTHWEST OF THE SOUTHEAST END OF THE ABUTMENT, IN THE TOP OF THE SOUTHWEST END OF THE SOUTHEAST ABUTMENT , 5.1 FEET SOUTHWEST OF THE SOUTHWEST RAIL, AND ABOUT 1 FOOT LOWER THAN THE RAIL.

ELEVATION = 80.6363 FEET (24.578 METERS) (VENTURA COUNTY ADJ PUB 1992)

LEGEND:

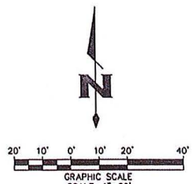
- CURB
- V-GUTTER
- PAVED ROAD
- GRADE BREAK
- WALL
- INDEX CONTOUR
- BOUNDARY LINE
- RIGHT-OF-WAY LINE
- INTERMEDIATE CONTOUR
- LIGHT POLE
- TRAFFIC SIGNAL BOX
- STREET SIGN
- WATER VALVE
- PROPOSED BILLBOARD

DIGITAL BILLBOARD DETAIL
PLAN VIEW

SCALE: 1" = 10'

TERRAIN COLOR CODE:

- ASPHALT
- CONCRETE
- GROUND



PROFESSIONAL LAND SURVEYOR
CHRISTS D. NELSON
No. 6385
STATE OF CALIFORNIA

DATED: 12/6/2019

REVISION NOTES

DATE	DESCRIPTION	BY
12/6/19	CHANGED OVERALL AESTHETICS	CJD

PREPARED BY:

Chris Nelson & Associates, inc.
LAND SURVEYING, PLANNING, ENGINEERING
31238 Via Colinas Suite H, Westlake Village, CA. 91362
Voice: 818.991.1040 Fax: 818.991.0814

PREPARED FOR:

FOSTER INTERSTATE MEDIA, INC.
1111 BROADWAY, SUITE 1515
OAKLAND, CA. 94607

TOPOGRAPHIC SURVEY
PORTION OF CALIFORNIA R/W MAP NO.
F 2232-11 07-VEN-101-23.0
CITY OF OXNARD, COUNTY OF VENTURA

JOB NO. 19-5125
SCALE: 1" = 20'
DATE: OCT. 2019
DRAFTED: SJN

SHEET NO.
1
OF 1 SHEET

Appendix C
Photometric Analysis

ESA

330 N. Brand Blvd. Suite 950
Glendale, CA 91203
818.539.1111 • www.exp.com

City of Oxnard
Ventura County
Site # 1

Digital Billboards

Photometric Analysis

Project Number
2020239.00

Prepared By:

Michael Schrupp

Date Submitted
23 October, 2020

Date Revised
7 December, 2020

TABLE OF CONTENTS

1.0 NARRATIVE 1

2.0 APPENDIX - FOOT-CANDLE LEVEL GRAPHIC SHEETS 3

1.0 NARRATIVE

We (exp engineering) have conducted a photometric review of the digital billboards being proposed by Outfront Foster Interstate to be located on N. Ventura Dr. near the 101 freeway and Santa Clara River Basin, in Oxnard, CA.

Using the photometric software AGI32, we studied the screen's output brightness to determine

a) what if any modifications to the sign would be needed to comply with the OAAA (Outdoor Advertising Association of America) lighting level standards, and
b) What impact will the sign have at night on the surrounding community, including the new Fore Riverpark Complex.
c) What are the specific impacts on the Santa Clara River Basin that may effect the wildlife in the area.

The photometry is based on the specified Nichia series 336 LED modules, which output light horizontally at 90° and 45° vertically.

The proposed billboard is to be 14'x48' with the top of the sign mounted at +80' above the ground with maximum screen brightness of 300 NITS (300 Candela per Square Meter) in the evening.
Per OAAA guidelines, the proposed sign, displaying a full white image (for maximum brightness) should not exceed .3 footcandles over the surrounding ambient light levels at a distance of 250' in any direction.
As we are unable to determine what the ambient light levels will be at the location, the studies were done assuming the worst-case scenario of no ambient light.

We have included graphical illustrations demonstrating the light levels in footcandles (fc) we expect from the screen.

Sheet 1 of the attachment is a location plan indicating the 250' boundary overlaid on a map of the proposed site, as well as the projected relative angle of light emanating from the sign
Sheet 2 shows the photometric calculations at the ground over the entire map area, graphicly shown as both footcandle points and as a pseudocolor graph.
Sheet 3 is a graphic representation of the light levels impacting the area to the south of the sign.
Sheet 4 is a graphic representation of the light levels impacting the area to the north of the sign.
Sheet 5 is a graphic representation of the light levels impacting the adjacent river basin area
Sheet 5 is a graphic representation of the light levels impacting the Fore Riverpark Complex.

Conclusions

We see no light levels in excess of .3fc beyond the 250' radius of the signs, nor do we find any significant impact to the surrounding public area provided the sign brightness is reduced after dark to the 300 NIT level. While there is some highlight to the west face of the Fore Riverpark complex, the levels are minimal enough so as we feel it will not be a disruption to the residents on that corner of the building.

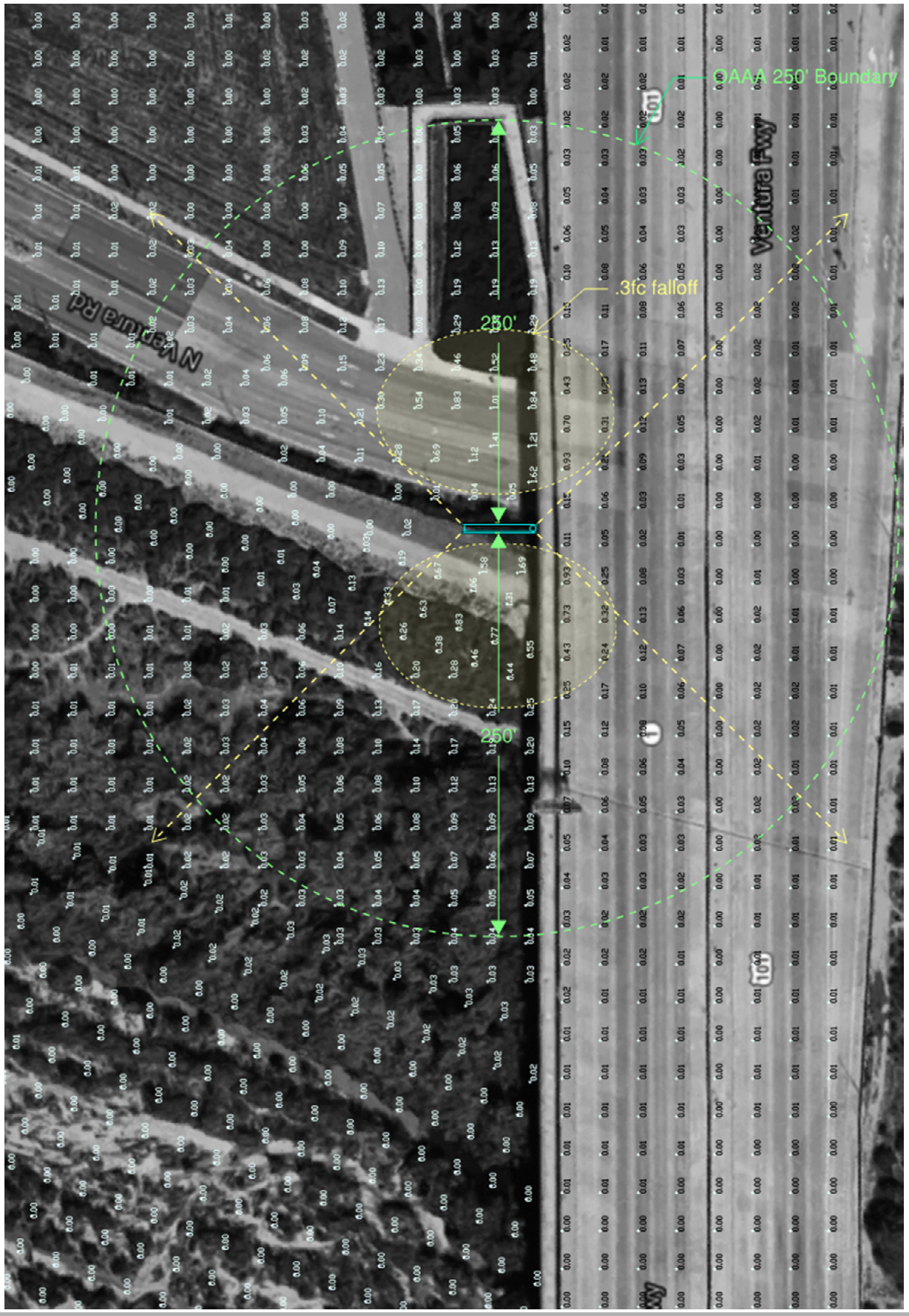
As it relates to the Santa Clara River Basin area, we find that a minimal amount of light will impact the immediate area in front of the North facing sign, with light levels quickly dropping below that of full-moon light (.025fc). Roughly 14,000sf would fall between .3fc and .1fc, with the rest falling below the 1/10th fc mark. Also of note, the adjacent freeway overpass has pedestrian light poles that likely contribute light on the basin below in much greater levels than the proposed billboard and over a much larger area.
It is our assessment that given the extremely low levels of illumination and minimal area of light spill, the proposed billboard would provide little to no impact to the river basin ecosystem.

This report, prepared by exp Services Inc., is intended for the exclusive use of the City of Oxnard, Ventura County, and Outfront Foster Interstate Media. Neither exp Services Inc., City of Oxnard, Ventura County, or Outfront Foster Interstate Media assume any liability for the use of this report, or for the use of any information disclosed in the report, or for damages resulting from the use of this report, by other parties.

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Appendix

Foot-candle Level Graphic Sheets

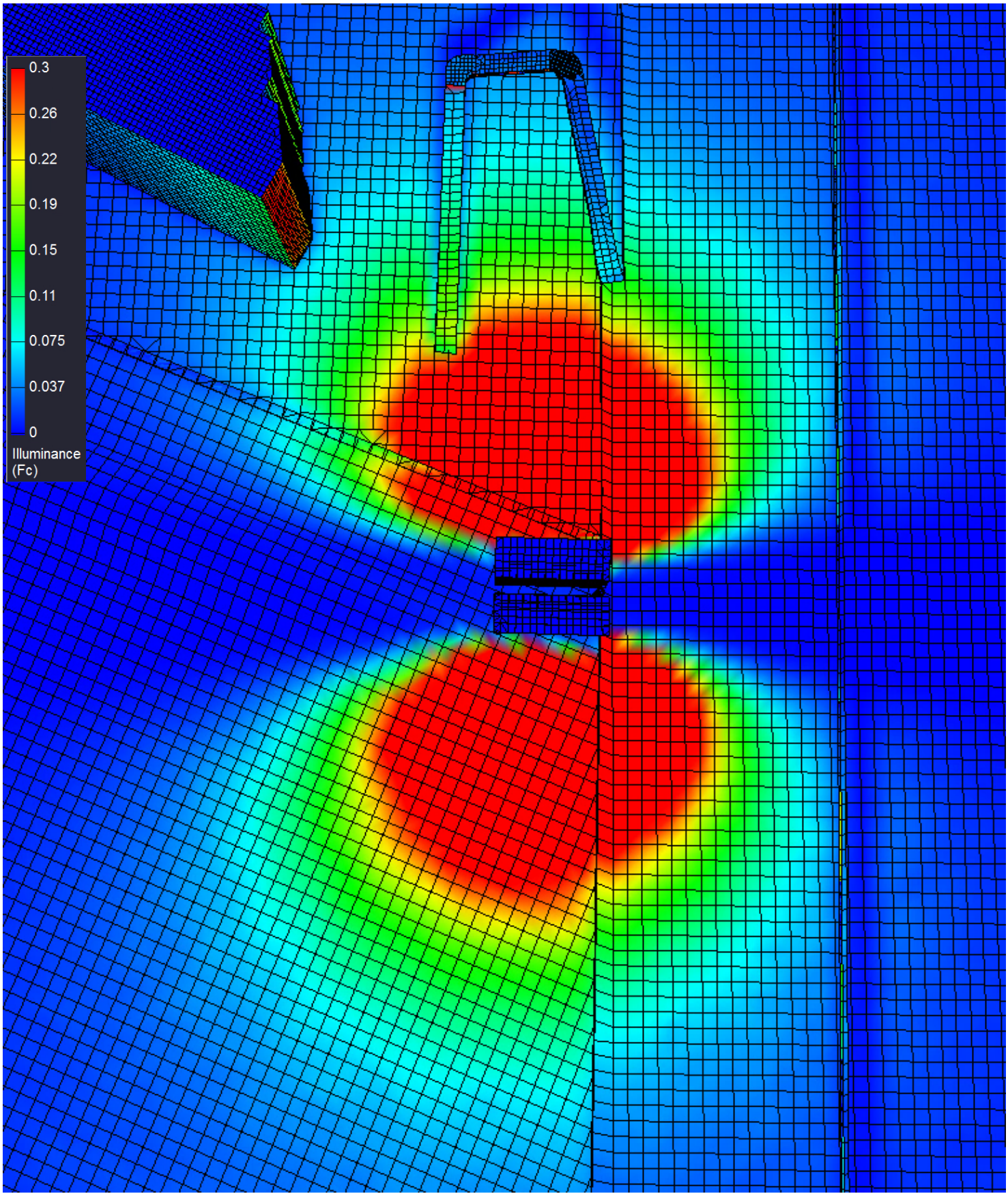


exp.
330 N. Brand Blvd. Suite 950

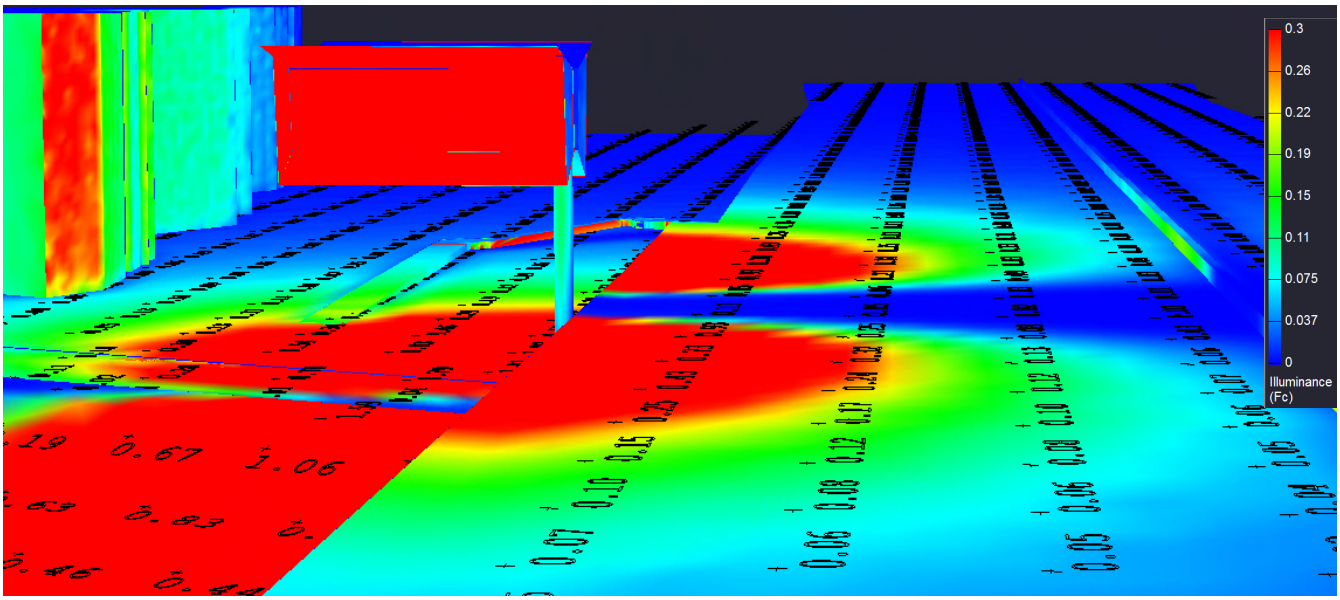
Outfront Foster Interstate
OXNARD BILLBOARD SITE 1

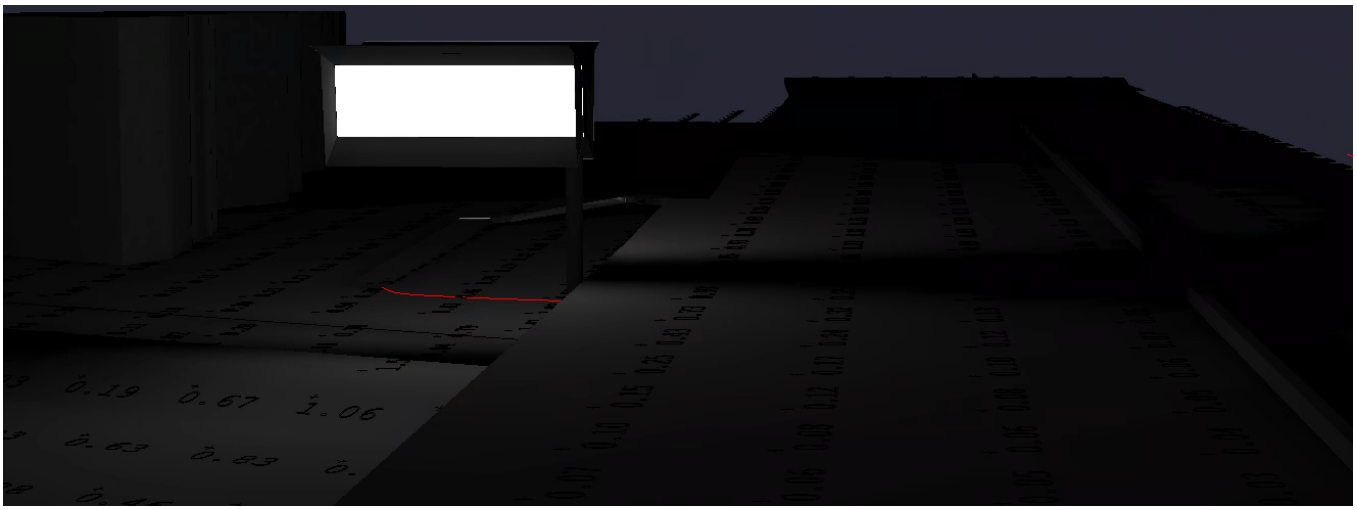
N. Ventura Rd.
Overall Plan w/250' Boundary

Release: 03/29/2022
Revision: 0

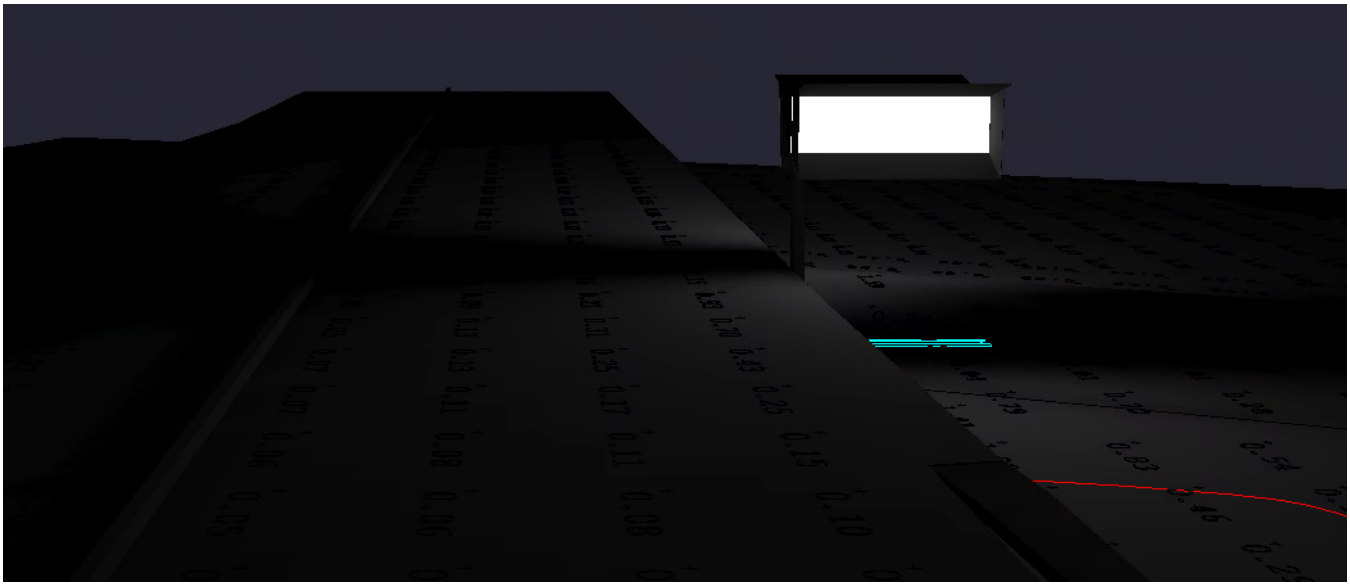

0.3
0.26
0.22
0.19
0.15
0.11
0.075
0.037
0
Illuminance
(Fc)

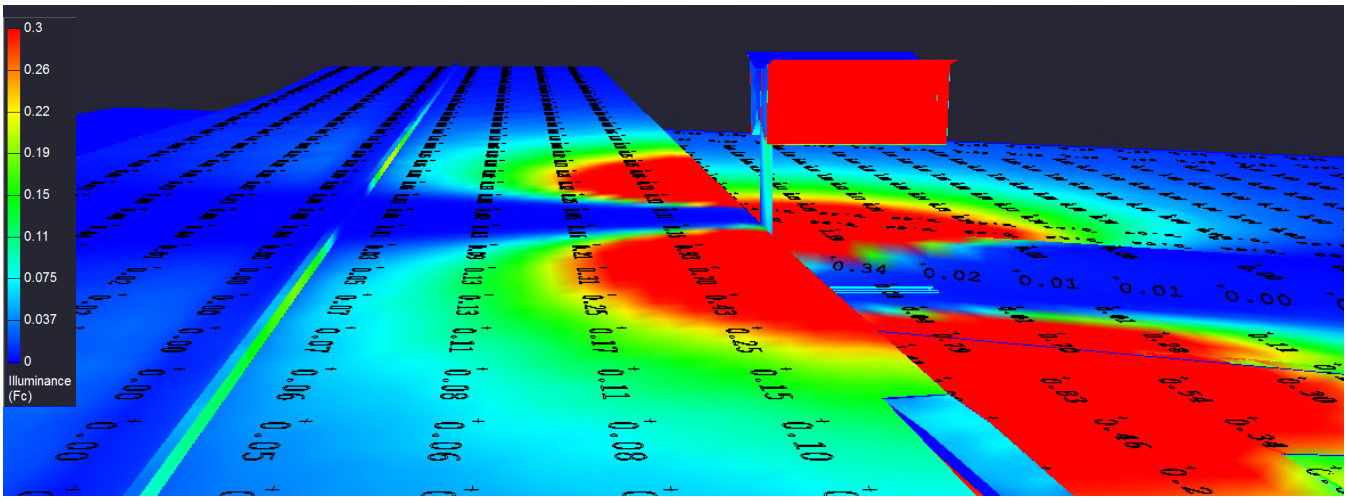

The "S" Area Pass (805
Official Passageway)
Temporarily closed

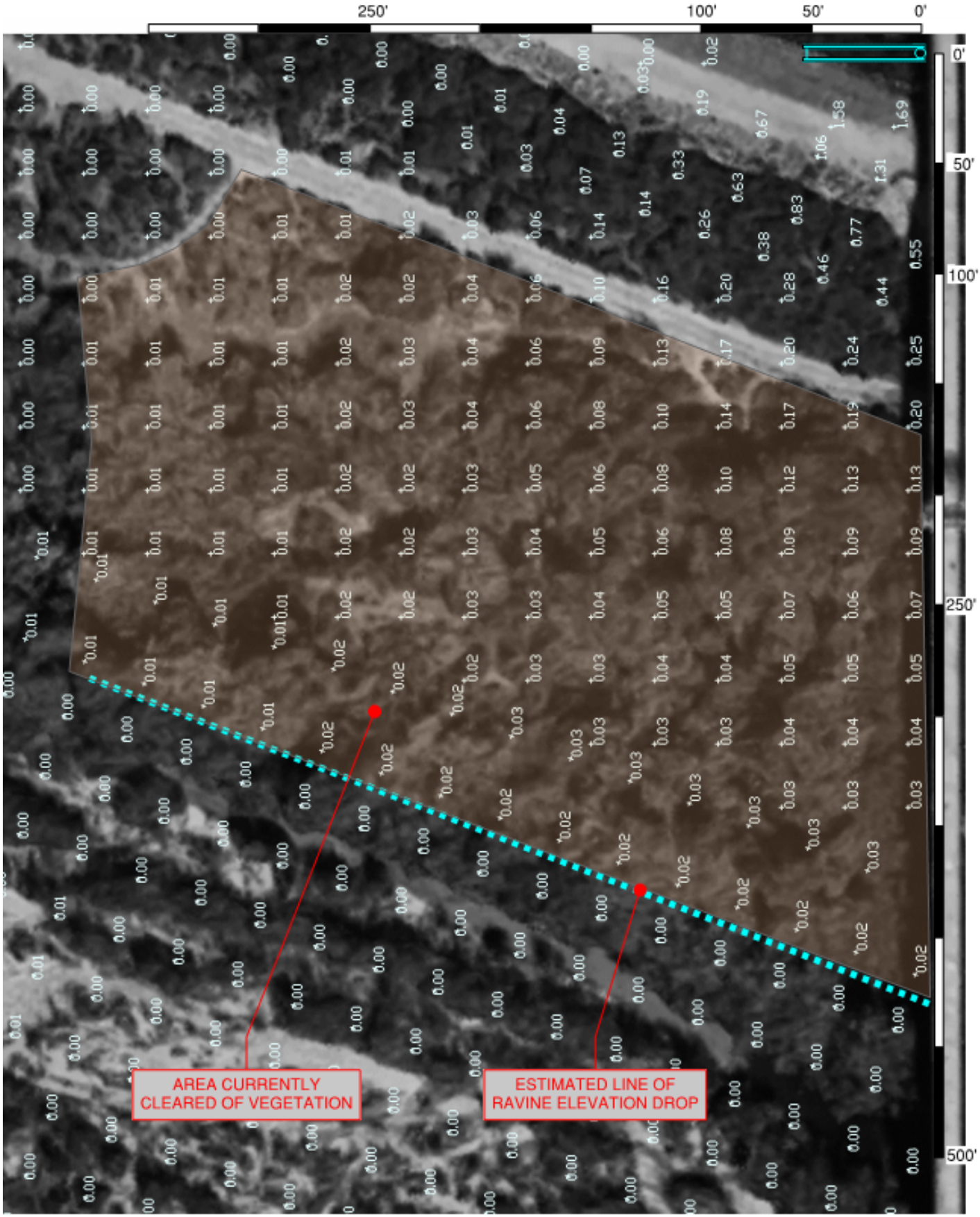

0.3
0.26
0.22
0.19
0.15
0.11
0.075
0.037
0
Illuminance
(Fc)

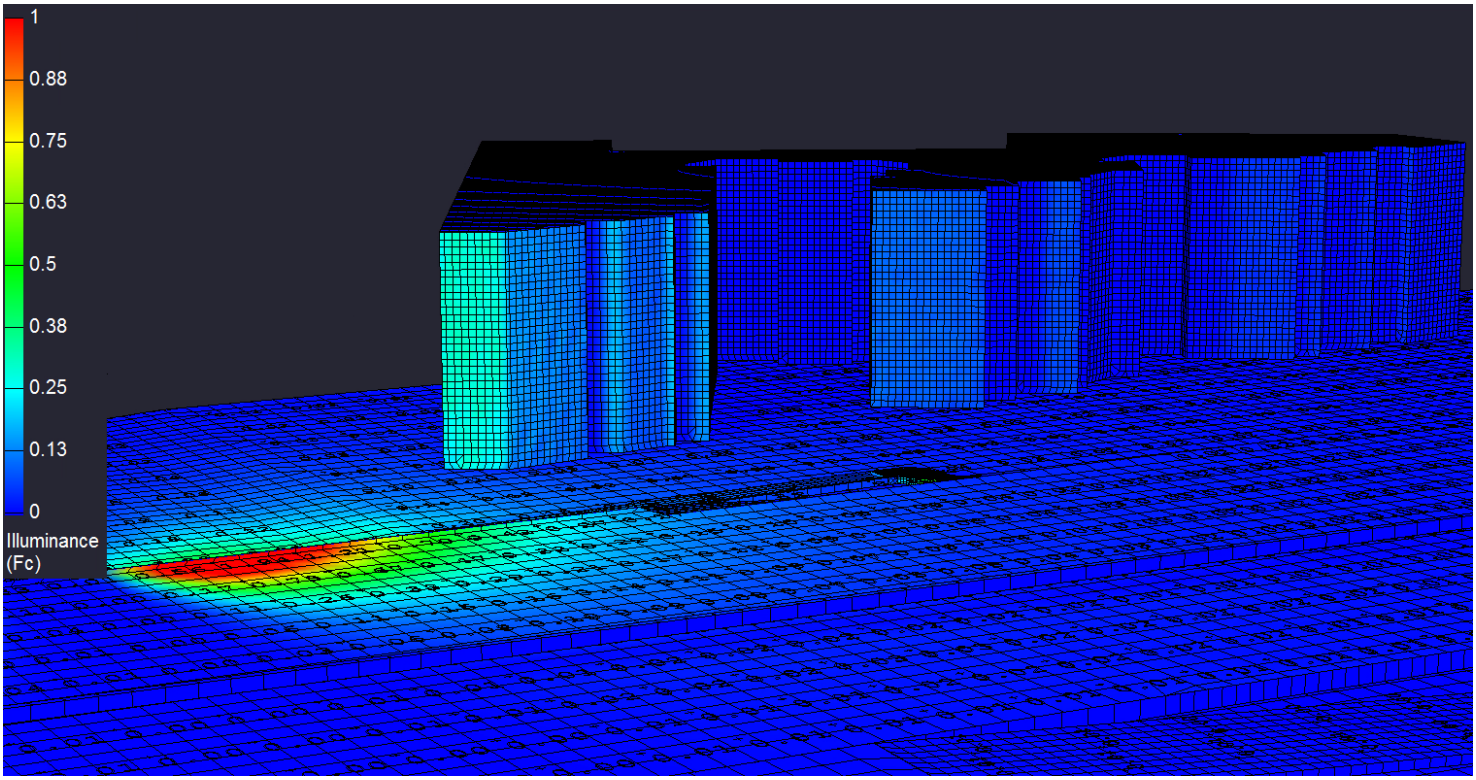




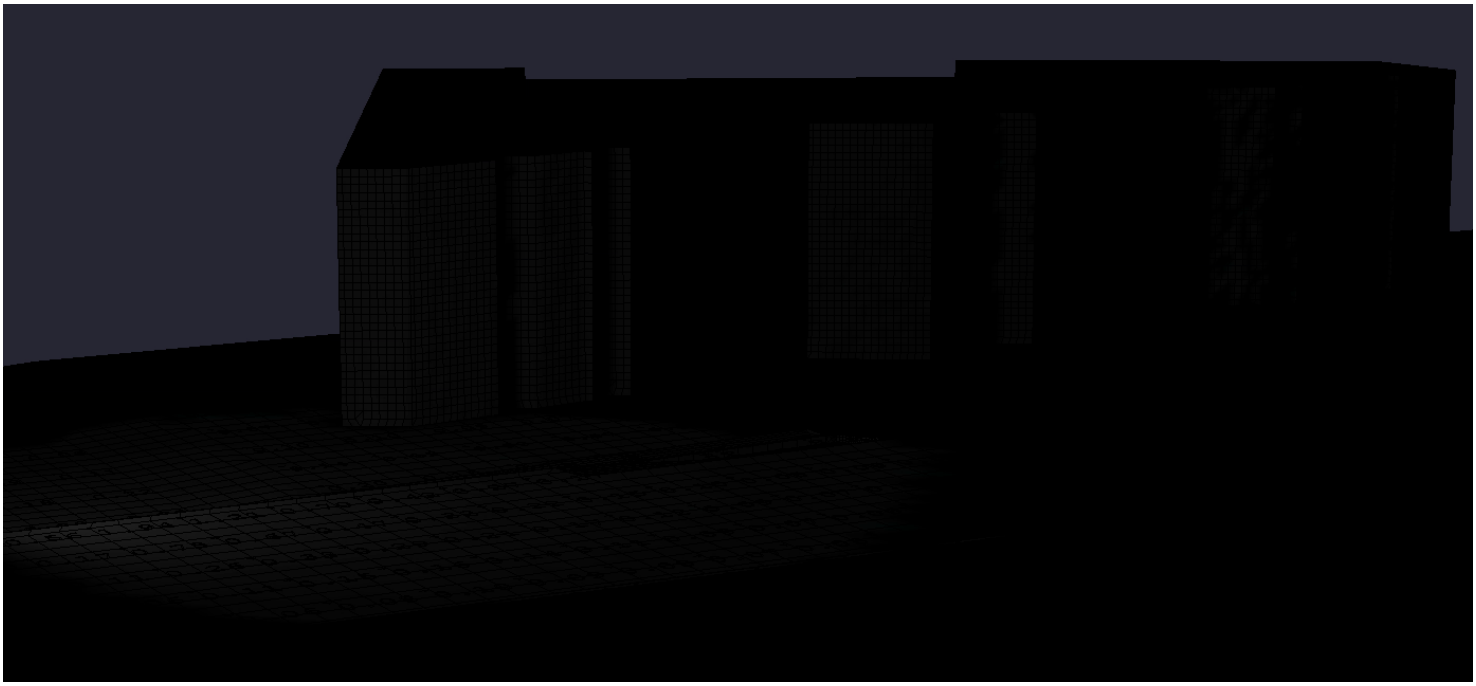



0.3
0.26
0.22
0.19
0.15
0.11
0.075
0.037
0
Illuminance (Fc)


250'
100'
50'
0'
0'
50'
100'
250'
500'
AREA CURRENTLY CLEARED OF VEGETATION
ESTIMATED LINE OF RAVINE ELEVATION DROP



Pseudocolor Map



Rendered View

Appendix D

Air Quality Assumptions and Modeling

ESA

Ventura Road Electronic Billboard MND
Air Quality Assumptions and Modeling

Location: Oxnard, Ventura County CA
CEC Forecasting Climate Zone: 8
Utility: SCE

Construction Schedule

Phase	Start Date	Completion Date	Work Days	Notes	Total Haul Trucks - round trip
Drill Footing / Haul & Disposal Dirt	6/6/2022	6/7/2022	1	1 flat-bed truck 5 super 10 dump	6
Column Set / Concrete Pour	6/6/2022	6/7/2022	1	4 concrete mixing trucks 90 ton crane hireach crane truck	6
Set Top Column / Build & Set Structure	6/8/2022	6/8/2022	1	2 48ft flatbed trailer 275 ton crane hireach crane truck	4
Build & Set Digital Displays	6/9/2022	6/9/2022	1	2 48ft flatbed trailer 90 ton crane hireach crane truck	4

Construction Trips

Phase	# Workers/Day [1]	# Worker Trips/Day (one-way)[2]	# Vendor Trips/Day (one-way)	# Haul Truck Trips Total
Drill Footing / Haul & Disposal Dirt	4	8	0	12
Column Set / Concrete Pour	5	10	0	12
Set Top Column / Build & Set Structure	5	10	0	8
Build & Set Digital Displays	5	10	0	8

Construction By SubPhase

Phase	Equipment Type	#	Engine hp	Hrs/day
Drill Footing / Haul & Disposal Dirt				
	Excavators	1	188	8
	Skid Steer Loaders	1	405	8
	Off-Highway Truck	1	75	2
Column Set / Concrete Pour				
	Aerial Lift	1	63	8
	Crane	1	231	8
	Concrete Mixer*	1	80	4
	Concrete Pump	1	84	4
Set Top Column / Build & Set Structure				
	Aerial Lift	1	63	8
	Crane	1	231	8
	Air Compressor	1	78	8
Build & Set Digital Displays				
	Aerial Lift	1	63	8
	Crane	2	231	8

All Equipment specified as part of typical construction equipment phasing for projects

CalEEmod default horsepower and load defaults typical of construction equipment with exception noted below.

*Concrete Mixer included to include Hydraulic pump for truck mounted mixer utilizing Power Take-Off mode of concrete trucks during unloading/delivery (1 hr per truck)

Maximum Daily Construction Emissions

	(lb/day)										
On + Off-Site Construction	**ROG**	**NOX**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**Total PM10**	**Fugitive PM2.5**	**Exhaust PM2.5**	**Total PM2.5**	**CO2e**
Max Daily Emissions	0.741	8.060	6.143	0.019	0.482	0.304	0.655	0.097	0.289	0.349	1939.197

	Phase Emissions (lbs)										
Off-Road Const. Eqpt	**ROG**	**NOX**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**Total PM10**	**Fugitive PM2.5**	**Exhaust PM2.5**	**Total PM2.5**	**CO2e**
Drill Footing	0.404	3.709	5.482	0.011	0.207	0.157	0.364	0.022	0.144	0.167	1028
Column Set	0.585	6.229	4.852	0.011	-	0.262	0.262	-	0.247	0.247	1039
Build & Set Structure	0.682	6.623	5.404	0.011	-	0.293	0.293	-	0.278	0.278	1103
Build & Set Displays	0.409	4.745	2.986	0.007	-	0.184	0.184	-	0.169	0.169	727
total offroad	**2.080**	**21.305**	**18.725**	**0.040**	**0.207**	**0.896**	**1.103**	**0.022**	**0.839**	**0.862**	**3898.0**
On-Road Mobile	**ROG**	**NOX**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**Total PM10**	**Fugitive PM2.5**	**Exhaust PM2.5**	**Total PM2.5**	**CO2e**
Drill Footing	0.067	1.827	0.661	0.008	0.275	0.016	0.291	0.075	0.015	0.090	885
Column Set	0.074	1.831	0.717	0.008	0.292	0.016	0.307	0.079	0.015	0.094	900
Build & Set Structure	0.059	1.227	0.570	0.005	0.222	0.011	0.233	0.060	0.010	0.070	625
Build & Set Displays	0.059	1.227	0.570	0.005	0.222	0.011	0.233	0.060	0.010	0.070	625
total on-road	**0.259**	**6.113**	**2.519**	**0.027**	**1.010**	**0.053**	**1.063**	**0.274**	**0.051**	**0.325**	**3034.5**
Total Construction	**ROG**	**NOX**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**Total PM10**	**Fugitive PM2.5**	**Exhaust PM2.5**	**Total PM2.5**	**CO2e**
Drill Footing	0.471	5.5	6.1	0.018	0.5	0.2	0.7	0.1	0.2	0.3	1913.6
Column Set	0.659	8.1	5.6	0.019	0.292	0.278	0.569	0.079	0.262	0.342	1939
Build & Set Structure	0.741	7.8	6.0	0.017	0.222	0.304	0.526	0.060	0.289	0.349	1728
Build & Set Displays	0.468	6.0	3.6	0.013	0.222	0.195	0.417	0.060	0.180	0.240	1352
Project Total (lbs)	**2.339**	**27.418**	**21.244**	**0.067**	**1.217**	**0.949**	**2.166**	**0.296**	**0.890**	**1.186**	**6933**

Oxnard Billboard MND - Ventura County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Oxnard Billboard MND

Ventura County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Commercial	1.00	User Defined Unit	0.25	1.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Oxnard Blllboard Ordinance - MND - Typical Installation

Land Use - Default Lot size of 11,000 sq ft (Range: 1,000 - 15,000)
Sq Ft = 1 is a unity rate for 1 Billboard for Operational Energy
Construction Phase - From Buildboard Installation Schedule
1 Day for each phase. (5-7 days between Column Set and Build)
Off-road Equipment - Typical Construction Eqpt

Off-road Equipment - From Installation Schedule

Off-road Equipment - Truck Mounted Cement Mixer 80 HP for typical 10 CY Concrete Mixing Truck - uses Power Take-off from Truck Engine
-runs continuously during Unloading (1 hr per truck)
Off-road Equipment - Off-Highway Trucks included to include On-site Maneuvering and Idle time for Dump Trucks; Crawler Tractor included (but set to 0) to activate fugitive dust calcs
Trips and VMT - Haul Trips for Column Set based on Pieces of Eqpt (4) using CalEEMod methodology = 4x1.25 = 5
Build & Set Structures and Displays also assume 5 workers per day
Grading - Fugitive dust emissions

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Consumer Products - No Consumer Products used as part of Operations

Area Coating - No Coatings

Landscape Equipment - No Landscape Operations

Energy Use - 54,000 kw-hr per year Avg Billboard Energy Usage

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	1	0
tblAreaCoating	Area_Nonresidential_Interior	2	0
tblConstructionPhase	NumDays	100.00	1.00
tblConstructionPhase	NumDays	100.00	1.00
tblConstructionPhase	NumDays	100.00	1.00
tblConstructionPhase	NumDays	2.00	1.00
tblConsumerProducts	ROG_EF	2.14E-05	0
tblEnergyUse	T24E	0.00	54,000.00
tblGrading	AcresOfGrading	0.00	0.50
tblLandscapeEquipment	NumberSummerDays	180	0
tblLandUse	LandUseSquareFeet	0.00	1.00
tblLandUse	LotAcreage	0.00	0.25
tblOffRoadEquipment	HorsePower	9.00	80.00
tblOffRoadEquipment	LoadFactor	0.43	0.43
tblOffRoadEquipment	OffRoadEquipmentType		Crawler Tractors
tblOffRoadEquipment	UsageHours	4.00	8.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblTripsAndVMT	HaulingTripNumber	0.00	12.00
tblTripsAndVMT	HaulingTripNumber	0.00	12.00
tblTripsAndVMT	HaulingTripNumber	0.00	8.00
tblTripsAndVMT	HaulingTripNumber	0.00	8.00
tblTripsAndVMT	WorkerTripNumber	10.00	8.00
tblTripsAndVMT	WorkerTripNumber	0.00	10.00
tblTripsAndVMT	WorkerTripNumber	0.00	10.00
tblTripsAndVMT	WorkerTripNumber	0.00	10.00

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					
2022	0.7410	8.0601	6.1432	0.0186	0.8054	0.3038	0.9781	0.1321	0.2886	0.3486	0.0000	1,893.7113	1,893.7113	0.3821	0.1273	1,939.1974
Maximum	**0.7410**	**8.0601**	**6.1432**	**0.0186**	**0.8054**	**0.3038**	**0.9781**	**0.1321**	**0.2886**	**0.3486**	**0.0000**	**1,893.7113**	**1,893.7113**	**0.3821**	**0.1273**	**1,939.1974**

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					
2022	0.7410	8.0601	6.1432	0.0186	0.4820	0.3038	0.6546	0.0971	0.2886	0.3486	0.0000	1,893.7113	1,893.7113	0.3821	0.1273	1,939.1974
Maximum	**0.7410**	**8.0601**	**6.1432**	**0.0186**	**0.4820**	**0.3038**	**0.6546**	**0.0971**	**0.2886**	**0.3486**	**0.0000**	**1,893.7113**	**1,893.7113**	**0.3821**	**0.1273**	**1,939.1974**

	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**	**40.16**	**0.00**	**33.07**	**26.44**	**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	Drill Footing	Grading	6/1/2022	6/1/2022	5	1	Drill Footing / Haul & Disposal Dirt
2	Column Set	Building Construction	6/2/2022	6/2/2022	5	1	Column Set/Concrete Pour
3	Build & Set Structure	Building Construction	6/7/2022	6/7/2022	5	1	Set Top Column / Build & Set Structure
4	Build & Set Digital Displays	Building Construction	6/8/2022	6/8/2022	5	1	Build & Set Digital Displays

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Drill Footing	Excavators	1	8.00	158	0.38
Drill Footing	Off-Highway Trucks	1	2.00	402	0.38
Drill Footing	Skid Steer Loaders	1	8.00	65	0.37
Column Set	Aerial Lifts	1	8.00	63	0.31
Column Set	Cement and Mortar Mixers	1	4.00	80	0.56
Column Set	Cranes	1	8.00	231	0.29
Column Set	Pumps	1	4.00	84	0.74
Build & Set Structure	Aerial Lifts	1	8.00	63	0.31
Build & Set Structure	Air Compressors	1	8.00	78	0.48
Build & Set Structure	Cranes	1	8.00	231	0.29
Build & Set Digital Displays	Aerial Lifts	1	8.00	63	0.31
Build & Set Digital Displays	Cranes	1	8.00	231	0.29
Drill Footing	Crawler Tractors	1	0.00	212	0.43

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
Drill Footing	4	8.00	0.00	12.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Column Set	4	10.00	0.00	12.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Build & Set Structure	3	10.00	0.00	8.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Build & Set Digital Displays	2	10.00	0.00	8.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Drill Footing - 2022

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					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.4041	3.7090	5.4820	0.0105		0.1569	0.1569		0.1444	0.1444		1,020.1529	1,020.1529	0.3299		1,028.4013
Total	**0.4041**	**3.7090**	**5.4820**	**0.0105**	**0.5303**	**0.1569**	**0.6872**	**0.0573**	**0.1444**	**0.2016**		**1,020.1529**	**1,020.1529**	**0.3299**		**1,028.4013**

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	0.0425	1.8111	0.4391	7.1300e-003	0.2095	0.0153	0.2248	0.0574	0.0147	0.0721		787.5499	787.5499	0.0503	0.1253	826.1453
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0247	0.0160	0.2221	5.8000e-004	0.0657	3.8000e-004	0.0661	0.0174	3.5000e-004	0.0178		58.5551	58.5551	1.8600e-003	1.6200e-003	59.0832
Total	**0.0673**	**1.8271**	**0.6612**	**7.7100e-003**	**0.2752**	**0.0157**	**0.2909**	**0.0748**	**0.0150**	**0.0898**		**846.1050**	**846.1050**	**0.0522**	**0.1269**	**885.2284**

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					0.2068	0.0000	0.2068	0.0223	0.0000	0.0223			0.0000			0.0000
Off-Road	0.4041	3.7090	5.4820	0.0105		0.1569	0.1569		0.1444	0.1444	0.0000	1,020.1529	1,020.1529	0.3299		1,028.4013
Total	**0.4041**	**3.7090**	**5.4820**	**0.0105**	**0.2068**	**0.1569**	**0.3637**	**0.0223**	**0.1444**	**0.1667**	**0.0000**	**1,020.1529**	**1,020.1529**	**0.3299**		**1,028.4013**

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	0.0425	1.8111	0.4391	7.1300e-003	0.2095	0.0153	0.2248	0.0574	0.0147	0.0721		787.5499	787.5499	0.0503	0.1253	826.1453
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0247	0.0160	0.2221	5.8000e-004	0.0657	3.8000e-004	0.0661	0.0174	3.5000e-004	0.0178		58.5551	58.5551	1.8600e-003	1.6200e-003	59.0832
Total	**0.0673**	**1.8271**	**0.6612**	**7.7100e-003**	**0.2752**	**0.0157**	**0.2909**	**0.0748**	**0.0150**	**0.0898**		**846.1050**	**846.1050**	**0.0522**	**0.1269**	**885.2284**

3.3 Column Set - 2022

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	0.5850	6.2290	4.8523	0.0107		0.2620	0.2620		0.2472	0.2472		1,032.9675	1,032.9675	0.2492		1,039.1982
Total	**0.5850**	**6.2290**	**4.8523**	**0.0107**		**0.2620**	**0.2620**		**0.2472**	**0.2472**		**1,032.9675**	**1,032.9675**	**0.2492**		**1,039.1982**

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	0.0425	1.8111	0.4391	7.1300e-003	0.2095	0.0153	0.2248	0.0574	0.0147	0.0721		787.5499	787.5499	0.0503	0.1253	826.1453
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0309	0.0200	0.2776	7.2000e-004	0.0822	4.7000e-004	0.0826	0.0218	4.3000e-004	0.0222		73.1939	73.1939	2.3300e-003	2.0200e-003	73.8540
Total	**0.0735**	**1.8311**	**0.7167**	**7.8500e-003**	**0.2916**	**0.0158**	**0.3074**	**0.0792**	**0.0151**	**0.0943**		**860.7438**	**860.7438**	**0.0526**	**0.1273**	**899.9992**

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	0.5850	6.2290	4.8523	0.0107		0.2620	0.2620		0.2472	0.2472	0.0000	1,032.9675	1,032.9675	0.2492		1,039.1982
Total	**0.5850**	**6.2290**	**4.8523**	**0.0107**		**0.2620**	**0.2620**		**0.2472**	**0.2472**	**0.0000**	**1,032.9675**	**1,032.9675**	**0.2492**		**1,039.1982**

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	0.0425	1.8111	0.4391	7.1300e-003	0.2095	0.0153	0.2248	0.0574	0.0147	0.0721		787.5499	787.5499	0.0503	0.1253	826.1453
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0309	0.0200	0.2776	7.2000e-004	0.0822	4.7000e-004	0.0826	0.0218	4.3000e-004	0.0222		73.1939	73.1939	2.3300e-003	2.0200e-003	73.8540
Total	**0.0735**	**1.8311**	**0.7167**	**7.8500e-003**	**0.2916**	**0.0158**	**0.3074**	**0.0792**	**0.0151**	**0.0943**		**860.7438**	**860.7438**	**0.0526**	**0.1273**	**899.9992**

3.4 Build & Set Structure - 2022

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	0.6818	6.6225	5.4044	0.0114		0.2931	0.2931		0.2784	0.2784		1,096.7143	1,096.7143	0.2578		1,103.1584
Total	**0.6818**	**6.6225**	**5.4044**	**0.0114**		**0.2931**	**0.2931**		**0.2784**	**0.2784**		**1,096.7143**	**1,096.7143**	**0.2578**		**1,103.1584**

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	0.0284	1.2074	0.2928	4.7500e-003	0.1397	0.0102	0.1499	0.0383	9.7800e-003	0.0480		525.0333	525.0333	0.0335	0.0835	550.7635
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0309	0.0200	0.2776	7.2000e-004	0.0822	4.7000e-004	0.0826	0.0218	4.3000e-004	0.0222		73.1939	73.1939	2.3300e-003	2.0200e-003	73.8540
Total	**0.0593**	**1.2274**	**0.5704**	**5.4700e-003**	**0.2218**	**0.0107**	**0.2325**	**0.0600**	**0.0102**	**0.0703**		**598.2272**	**598.2272**	**0.0359**	**0.0856**	**624.6175**

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	0.6818	6.6225	5.4044	0.0114		0.2931	0.2931		0.2784	0.2784	0.0000	1,096.7143	1,096.7143	0.2578		1,103.1584
Total	**0.6818**	**6.6225**	**5.4044**	**0.0114**		**0.2931**	**0.2931**		**0.2784**	**0.2784**	**0.0000**	**1,096.7143**	**1,096.7143**	**0.2578**		**1,103.1584**

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	0.0284	1.2074	0.2928	4.7500e-003	0.1397	0.0102	0.1499	0.0383	9.7800e-003	0.0480		525.0333	525.0333	0.0335	0.0835	550.7635
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0309	0.0200	0.2776	7.2000e-004	0.0822	4.7000e-004	0.0826	0.0218	4.3000e-004	0.0222		73.1939	73.1939	2.3300e-003	2.0200e-003	73.8540
Total	**0.0593**	**1.2274**	**0.5704**	**5.4700e-003**	**0.2218**	**0.0107**	**0.2325**	**0.0600**	**0.0102**	**0.0703**		**598.2272**	**598.2272**	**0.0359**	**0.0856**	**624.6175**

3.5 Build & Set Digital Displays - 2022

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	0.4091	4.7446	2.9863	7.4500e-003		0.1841	0.1841		0.1694	0.1694		721.4502	721.4502	0.2333		727.2835
Total	**0.4091**	**4.7446**	**2.9863**	**7.4500e-003**		**0.1841**	**0.1841**		**0.1694**	**0.1694**		**721.4502**	**721.4502**	**0.2333**		**727.2835**

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	0.0284	1.2074	0.2928	4.7500e-003	0.1397	0.0102	0.1499	0.0383	9.7800e-003	0.0480		525.0333	525.0333	0.0335	0.0835	550.7635
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0309	0.0200	0.2776	7.2000e-004	0.0822	4.7000e-004	0.0826	0.0218	4.3000e-004	0.0222		73.1939	73.1939	2.3300e-003	2.0200e-003	73.8540
Total	**0.0593**	**1.2274**	**0.5704**	**5.4700e-003**	**0.2218**	**0.0107**	**0.2325**	**0.0600**	**0.0102**	**0.0703**		**598.2272**	**598.2272**	**0.0359**	**0.0856**	**624.6175**

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	0.4091	4.7446	2.9863	7.4500e-003		0.1841	0.1841		0.1694	0.1694	0.0000	721.4502	721.4502	0.2333		727.2835
Total	**0.4091**	**4.7446**	**2.9863**	**7.4500e-003**		**0.1841**	**0.1841**		**0.1694**	**0.1694**	**0.0000**	**721.4502**	**721.4502**	**0.2333**		**727.2835**

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	0.0284	1.2074	0.2928	4.7500e-003	0.1397	0.0102	0.1499	0.0383	9.7800e-003	0.0480		525.0333	525.0333	0.0335	0.0835	550.7635
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0309	0.0200	0.2776	7.2000e-004	0.0822	4.7000e-004	0.0826	0.0218	4.3000e-004	0.0222		73.1939	73.1939	2.3300e-003	2.0200e-003	73.8540
Total	**0.0593**	**1.2274**	**0.5704**	**5.4700e-003**	**0.2218**	**0.0107**	**0.2325**	**0.0600**	**0.0102**	**0.0703**		**598.2272**	**598.2272**	**0.0359**	**0.0856**	**624.6175**

Oxnard Billboard MND - Ventura County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Oxnard Billboard MND

Ventura County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Commercial	1.00	User Defined Unit	0.25	1.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Oxnard Blllboard Ordinance - MND - Typical Installation

Land Use - Default Lot size of 11,000 sq ft (Range: 1,000 - 15,000)
Sq Ft = 1 is a unity rate for 1 Billboard for Operational Energy
Construction Phase - From Buildboard Installation Schedule
1 Day for each phase. (5-7 days between Column Set and Build)
Off-road Equipment - Typical Construction Eqpt

Off-road Equipment - From Installation Schedule

Off-road Equipment - Truck Mounted Cement Mixer 80 HP for typical 10 CY Concrete Mixing Truck - uses Power Take-off from Truck Engine
-runs continuously during Unloading (1 hr per truck)
Off-road Equipment - Off-Highway Trucks included to include On-site Maneuvering and Idle time for Dump Trucks; Crawler Tractor included (but set to 0) to activate fugitive dust calcs
Trips and VMT - Haul Trips for Column Set based on Pieces of Eqpt (4) using CalEEMod methodology = 4x1.25 = 5
Build & Set Structures and Displays also assume 5 workers per day
Grading - Fugitive dust emissions

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Consumer Products - No Consumer Products used as part of Operations

Area Coating - No Coatings

Landscape Equipment - No Landscape Operations

Energy Use - 54,000 kw-hr per year Avg Billboard Energy Usage

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	1	0
tblAreaCoating	Area_Nonresidential_Interior	2	0
tblConstructionPhase	NumDays	100.00	1.00
tblConstructionPhase	NumDays	100.00	1.00
tblConstructionPhase	NumDays	100.00	1.00
tblConstructionPhase	NumDays	2.00	1.00
tblConsumerProducts	ROG_EF	2.14E-05	0
tblEnergyUse	T24E	0.00	54,000.00
tblGrading	AcresOfGrading	0.00	0.50
tblLandscapeEquipment	NumberSummerDays	180	0
tblLandUse	LandUseSquareFeet	0.00	1.00
tblLandUse	LotAcreage	0.00	0.25
tblOffRoadEquipment	HorsePower	9.00	80.00
tblOffRoadEquipment	LoadFactor	0.43	0.43
tblOffRoadEquipment	OffRoadEquipmentType		Crawler Tractors
tblOffRoadEquipment	UsageHours	4.00	8.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblOffRoadEquipment	UsageHours	4.00	8.00

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					
2022	0.6818	6.6225	5.7539	0.0114	0.6124	0.2931	0.7698	0.0790	0.2784	0.2784	0.0000	1,096.7143	1,096.7143	0.3325	2.2500e-003	1,103.1584
Maximum	**0.6818**	**6.6225**	**5.7539**	**0.0114**	**0.6124**	**0.2931**	**0.7698**	**0.0790**	**0.2784**	**0.2784**	**0.0000**	**1,096.7143**	**1,096.7143**	**0.3325**	**2.2500e-003**	**1,103.1584**

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					
2022	0.6818	6.6225	5.7539	0.0114	0.2890	0.2931	0.4463	0.0441	0.2784	0.2784	0.0000	1,096.7143	1,096.7143	0.3325	2.2500e-003	1,103.1584
Maximum	**0.6818**	**6.6225**	**5.7539**	**0.0114**	**0.2890**	**0.2931**	**0.4463**	**0.0441**	**0.2784**	**0.2784**	**0.0000**	**1,096.7143**	**1,096.7143**	**0.3325**	**2.2500e-003**	**1,103.1584**

	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**	**52.82**	**0.00**	**42.02**	**44.18**	**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	Drill Footing	Grading	6/1/2022	6/1/2022	5	1	Drill Footing / Haul & Disposal Dirt
2	Column Set	Building Construction	6/2/2022	6/2/2022	5	1	Column Set/Concrete Pour
3	Build & Set Structure	Building Construction	6/7/2022	6/7/2022	5	1	Set Top Column / Build & Set Structure
4	Build & Set Digital Displays	Building Construction	6/8/2022	6/8/2022	5	1	Build & Set Digital Displays

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Drill Footing	Excavators	1	8.00	158	0.38
Drill Footing	Off-Highway Trucks	1	2.00	402	0.38
Drill Footing	Skid Steer Loaders	1	8.00	65	0.37
Column Set	Aerial Lifts	1	8.00	63	0.31
Column Set	Cement and Mortar Mixers	1	4.00	80	0.56
Column Set	Cranes	1	8.00	231	0.29
Column Set	Pumps	1	4.00	84	0.74
Build & Set Structure	Aerial Lifts	1	8.00	63	0.31
Build & Set Structure	Air Compressors	1	8.00	78	0.48
Build & Set Structure	Cranes	1	8.00	231	0.29
Build & Set Digital Displays	Aerial Lifts	1	8.00	63	0.31
Build & Set Digital Displays	Cranes	1	8.00	231	0.29
Drill Footing	Crawler Tractors	1	0.00	212	0.43

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
Drill Footing	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Column Set	4	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Build & Set Structure	3	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Build & Set Digital Displays	2	0.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Drill Footing - 2022

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					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.4041	3.7090	5.4820	0.0105		0.1569	0.1569		0.1444	0.1444		1,020.1529	1,020.1529	0.3299		1,028.4013
Total	**0.4041**	**3.7090**	**5.4820**	**0.0105**	**0.5303**	**0.1569**	**0.6872**	**0.0573**	**0.1444**	**0.2016**		**1,020.1529**	**1,020.1529**	**0.3299**		**1,028.4013**

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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0333	0.0234	0.2719	6.9000e-004	0.0822	4.7000e-004	0.0826	0.0218	4.3000e-004	0.0222		70.0187	70.0187	2.5300e-003	2.2500e-003	70.7514
Total	**0.0333**	**0.0234**	**0.2719**	**6.9000e-004**	**0.0822**	**4.7000e-004**	**0.0826**	**0.0218**	**4.3000e-004**	**0.0222**		**70.0187**	**70.0187**	**2.5300e-003**	**2.2500e-003**	**70.7514**

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					0.2068	0.0000	0.2068	0.0223	0.0000	0.0223			0.0000			0.0000
Off-Road	0.4041	3.7090	5.4820	0.0105		0.1569	0.1569		0.1444	0.1444	0.0000	1,020.1529	1,020.1529	0.3299		1,028.4013
Total	**0.4041**	**3.7090**	**5.4820**	**0.0105**	**0.2068**	**0.1569**	**0.3637**	**0.0223**	**0.1444**	**0.1667**	**0.0000**	**1,020.1529**	**1,020.1529**	**0.3299**		**1,028.4013**

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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0333	0.0234	0.2719	6.9000e-004	0.0822	4.7000e-004	0.0826	0.0218	4.3000e-004	0.0222		70.0187	70.0187	2.5300e-003	2.2500e-003	70.7514
Total	**0.0333**	**0.0234**	**0.2719**	**6.9000e-004**	**0.0822**	**4.7000e-004**	**0.0826**	**0.0218**	**4.3000e-004**	**0.0222**		**70.0187**	**70.0187**	**2.5300e-003**	**2.2500e-003**	**70.7514**

3.3 Column Set - 2022

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	0.5850	6.2290	4.8523	0.0107		0.2620	0.2620		0.2472	0.2472		1,032.9675	1,032.9675	0.2492		1,039.1982
Total	**0.5850**	**6.2290**	**4.8523**	**0.0107**		**0.2620**	**0.2620**		**0.2472**	**0.2472**		**1,032.9675**	**1,032.9675**	**0.2492**		**1,039.1982**

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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	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**

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	0.5850	6.2290	4.8523	0.0107		0.2620	0.2620		0.2472	0.2472	0.0000	1,032.9675	1,032.9675	0.2492		1,039.1982
Total	**0.5850**	**6.2290**	**4.8523**	**0.0107**		**0.2620**	**0.2620**		**0.2472**	**0.2472**	**0.0000**	**1,032.9675**	**1,032.9675**	**0.2492**		**1,039.1982**

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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	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**

3.4 Build & Set Structure - 2022

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	0.6818	6.6225	5.4044	0.0114		0.2931	0.2931		0.2784	0.2784		1,096.7143	1,096.7143	0.2578		1,103.1584
Total	**0.6818**	**6.6225**	**5.4044**	**0.0114**		**0.2931**	**0.2931**		**0.2784**	**0.2784**		**1,096.7143**	**1,096.7143**	**0.2578**		**1,103.1584**

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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	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**

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	0.6818	6.6225	5.4044	0.0114		0.2931	0.2931		0.2784	0.2784	0.0000	1,096.7143	1,096.7143	0.2578		1,103.1584
Total	**0.6818**	**6.6225**	**5.4044**	**0.0114**		**0.2931**	**0.2931**		**0.2784**	**0.2784**	**0.0000**	**1,096.7143**	**1,096.7143**	**0.2578**		**1,103.1584**

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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	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**

3.5 Build & Set Digital Displays - 2022

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	0.4091	4.7446	2.9863	7.4500e-003		0.1841	0.1841		0.1694	0.1694		721.4502	721.4502	0.2333		727.2835
Total	**0.4091**	**4.7446**	**2.9863**	**7.4500e-003**		**0.1841**	**0.1841**		**0.1694**	**0.1694**		**721.4502**	**721.4502**	**0.2333**		**727.2835**

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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	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**

Mitigated Construction On-Site

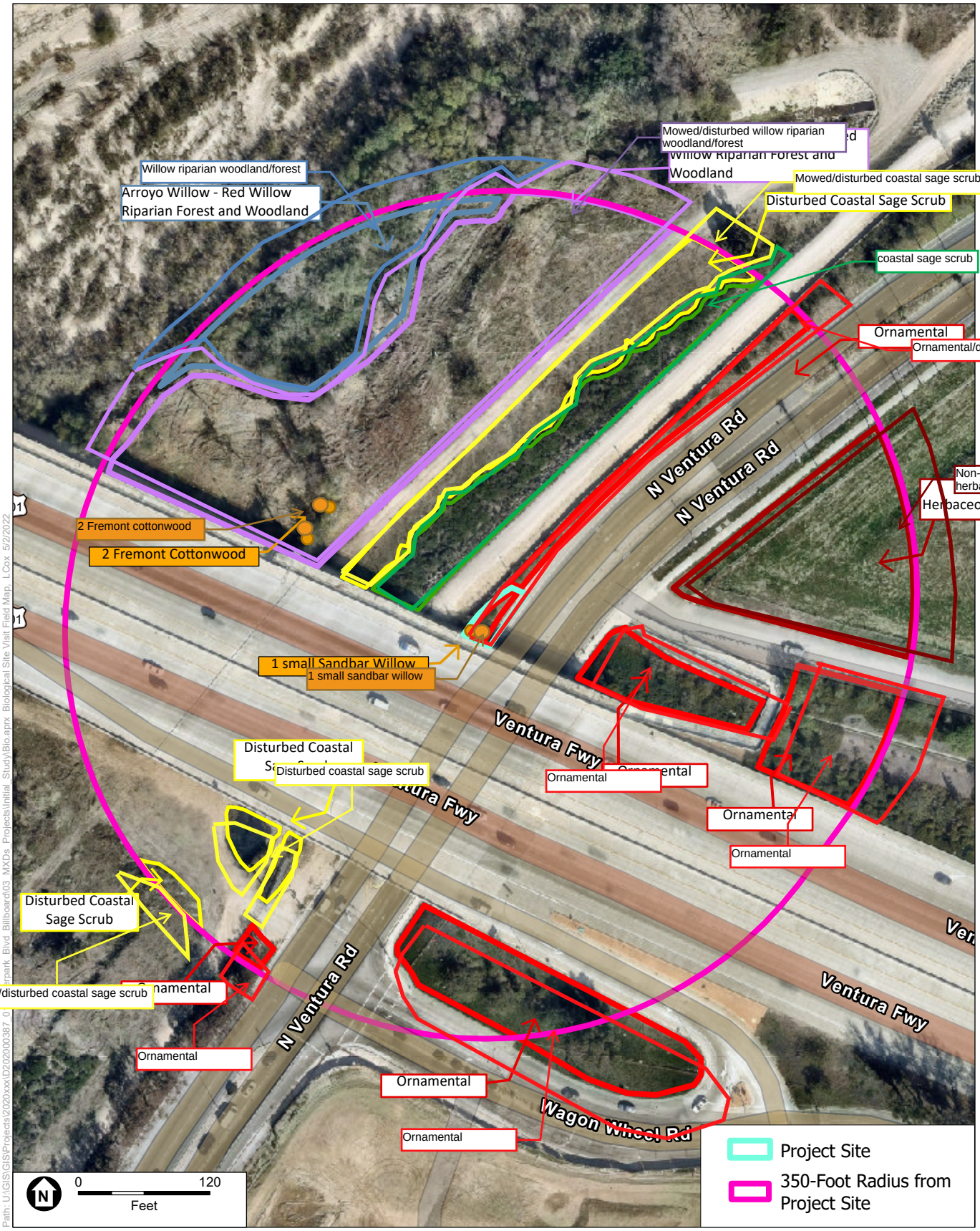
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.4091	4.7446	2.9863	7.4500e-003		0.1841	0.1841		0.1694	0.1694	0.0000	721.4502	721.4502	0.2333		727.2835
Total	**0.4091**	**4.7446**	**2.9863**	**7.4500e-003**		**0.1841**	**0.1841**		**0.1694**	**0.1694**	**0.0000**	**721.4502**	**721.4502**	**0.2333**		**727.2835**

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
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	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**

Appendix E
Biological Site Visit Field Map

ESA



SOURCE: Nearmap, 2022; ESA, 2022.

Ventura Road Electronic Billboard Project

Biological Site Visit Field Map

ESA

Appendix F

Greenhouse Gas Assumptions and Modeling

ESA

Ventura Road Electronic **Billboard MND**
Greenhouse Gas Assumptions and Modeling

Location: Oxnard, Ventura County CA
CEC Forecasting Climate Zone: 8
Utility: SCE

Construction Schedule

Phase	Start Date	Completion Date	Work Days	Notes	Total Haul Trucks - round trip
Drill Footing / Haul & Disposal Dirt	6/6/2022	6/7/2022	1	1 flat-bed truck 5 super 10 dump	6
Column Set / Concrete Pour	6/6/2022	6/7/2022	1	4 concrete mixing trucks 90 ton crane hireach crane truck	6
Set Top Column / Build & Set Structure	6/8/2022	6/8/2022	1	2 48ft flatbed trailer 275 ton crane hireach crane truck	4
Build & Set Digital Displays	6/9/2022	6/9/2022	1	2 48ft flatbed trailer 90 ton crane hireach crane truck	4

Construction Trips

Phase	# Workers/Day [1]	# Worker Trips/Day (one-way)[2]	# Vendor Trips/Day (one-way)	# Haul Truck Trips Total
Drill Footing / Haul & Disposal Dirt	4	8	0	12
Column Set / Concrete Pour	5	10	0	12
Set Top Column / Build & Set Structure	5	10	0	8
Build & Set Digital Displays	5	10	0	8

Construction By SubPhase

Phase	Equipment Type	#	Engine hp	Hrs/day
Drill Footing / Haul & Disposal Dirt				
	Excavators	1	188	8
	Skid Steer Loaders	1	405	8
	Off-Highway Truck	1	75	2
Column Set / Concrete Pour				
	Aerial Lift	1	63	8
	Crane	1	231	8
	Concrete Mixer*	1	80	4
	Concrete Pump	1	84	4
Set Top Column / Build & Set Structure				
	Aerial Lift	1	63	8
	Crane	1	231	8
	Air Compressor	1	78	8
Build & Set Digital Displays				
	Aerial Lift	1	63	8
	Crane	2	231	8

All Equipment specified as part of typical construction equipment phasing for projects

CalEEmod default horsepower and load defaults typical of construction equipment with exception noted below.

*Concrete Mixer included to include Hydraulic pump for truck mounted mixer utilizing Power Take-Off mode of concrete trucks during unloading/delivery (1 hr per truck)

Construction Impacts

On-road + Off-Road Construction Impacts	MT/yr			
	CO2	CH4	N2O	CO2e
total Construction	3.07	0.0006	0.0002	3.14
ammortized (30-yrs)	0.10	0.000019	6.33E-06	0.10

Operational Impacts

	Energy Intensity Factor (lb/MW-hr)			
	CO2	CH4	N2O	CO2e
	390.98	0.03	0.004	393.00

Billboard Electricity Use	MT/yr			
kw-hr/yr	CO2	CH4	N2O	CO2e
54000	9.5767	0.0008	0.0001	9.6261

Total GHG Contribution	MT/yr			
	CO2	**CH4**	**N2O**	**CO2e**
Operational Energy	9.58	8.10E-04	1.00E-04	9.63
Amortized Construction	0.10	1.90E-05	6.33E-06	0.10
	9.68	**8.29E-04**	**1.06E-04**	**9.73**

Oxnard Billboard MND - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Oxnard Billboard MND

Ventura County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Commercial	1.00	User Defined Unit	0.25	1.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Oxnard Blllboard Ordinance - MND - Typical Installation

Land Use - Default Lot size of 11,000 sq ft (Range: 1,000 - 15,000)
Sq Ft = 1 is a unity rate for 1 Billboard for Operational Energy
Construction Phase - From Buildboard Installation Schedule
1 Day for each phase. (5-7 days between Column Set and Build)
Off-road Equipment - Typical Construction Eqpt

Off-road Equipment - From Installation Schedule

Off-road Equipment - Truck Mounted Cement Mixer 80 HP for typical 10 CY Concrete Mixing Truck - uses Power Take-off from Truck Engine
-runs continuously during Unloading (1 hr per truck)
Off-road Equipment - Off-Highway Trucks included to include On-site Maneuvering and Idle time for Dump Trucks; Crawler Tractor included (but set to 0) to activate fugitive dust calcs
Trips and VMT - Haul Trips for Column Set based on Pieces of Eqpt (4) using CalEEMod methodology = 4x1.25 = 5
Build & Set Structures and Displays also assume 5 workers per day
Grading - Fugitive dust emissions

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Consumer Products - No Consumer Products used as part of Operations

Area Coating - No Coatings

Landscape Equipment - No Landscape Operations

Energy Use - 54,000 kw-hr per year Avg Billboard Energy Usage

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	1	0
tblAreaCoating	Area_Nonresidential_Interior	2	0
tblConstructionPhase	NumDays	100.00	1.00
tblConstructionPhase	NumDays	100.00	1.00
tblConstructionPhase	NumDays	100.00	1.00
tblConstructionPhase	NumDays	2.00	1.00
tblConsumerProducts	ROG_EF	2.14E-05	0
tblEnergyUse	T24E	0.00	54,000.00
tblGrading	AcresOfGrading	0.00	0.50
tblLandscapeEquipment	NumberSummerDays	180	0
tblLandUse	LandUseSquareFeet	0.00	1.00
tblLandUse	LotAcreage	0.00	0.25
tblOffRoadEquipment	HorsePower	9.00	80.00
tblOffRoadEquipment	LoadFactor	0.43	0.43
tblOffRoadEquipment	OffRoadEquipmentType		Crawler Tractors
tblOffRoadEquipment	UsageHours	4.00	8.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblTripsAndVMT	HaulingTripNumber	0.00	12.00
tblTripsAndVMT	HaulingTripNumber	0.00	12.00
tblTripsAndVMT	HaulingTripNumber	0.00	8.00
tblTripsAndVMT	HaulingTripNumber	0.00	8.00
tblTripsAndVMT	WorkerTripNumber	10.00	8.00
tblTripsAndVMT	WorkerTripNumber	0.00	10.00
tblTripsAndVMT	WorkerTripNumber	0.00	10.00

tblTripsAndVMT	WorkerTripNumber	0.00	10.00

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					
2022	1.1700e-003	0.0138	0.0106	3.0000e-005	7.6000e-004	4.7000e-004	1.2400e-003	1.6000e-004	4.4000e-004	6.1000e-004	0.0000	3.0685	3.0685	5.7000e-004	1.9000e-004	3.1402
Maximum	**1.1700e-003**	**0.0138**	**0.0106**	**3.0000e-005**	**7.6000e-004**	**4.7000e-004**	**1.2400e-003**	**1.6000e-004**	**4.4000e-004**	**6.1000e-004**	**0.0000**	**3.0685**	**3.0685**	**5.7000e-004**	**1.9000e-004**	**3.1402**

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					
2022	1.1700e-003	0.0138	0.0106	3.0000e-005	6.0000e-004	4.7000e-004	1.0700e-003	1.5000e-004	4.4000e-004	5.9000e-004	0.0000	3.0685	3.0685	5.7000e-004	1.9000e-004	3.1402
Maximum	**1.1700e-003**	**0.0138**	**0.0106**	**3.0000e-005**	**6.0000e-004**	**4.7000e-004**	**1.0700e-003**	**1.5000e-004**	**4.4000e-004**	**5.9000e-004**	**0.0000**	**3.0685**	**3.0685**	**5.7000e-004**	**1.9000e-004**	**3.1402**

	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**	**21.05**	**0.00**	**13.71**	**6.25**	**0.00**	**3.28**	**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	**6-6-2022**	**9-5-2022**	0.0054	0.0054
		Highest	0.0054	0.0054

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.5767	9.5767	8.1000e-004	1.0000e-004	9.6261
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	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**9.5767**	**9.5767**	**8.1000e-004**	**1.0000e-004**	**9.6261**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.5767	9.5767	8.1000e-004	1.0000e-004	9.6261
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	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**9.5767**	**9.5767**	**8.1000e-004**	**1.0000e-004**	**9.6261**

	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	Drill Footing	Grading	6/1/2022	6/1/2022	5	1	Drill Footing / Haul & Disposal Dirt
2	Column Set	Building Construction	6/2/2022	6/2/2022	5	1	Column Set/Concrete Pour
3	Build & Set Structure	Building Construction	6/7/2022	6/7/2022	5	1	Set Top Column / Build & Set Structure
4	Build & Set Digital Displays	Building Construction	6/8/2022	6/8/2022	5	1	Build & Set Digital Displays

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Drill Footing	Excavators	1	8.00	158	0.38
Drill Footing	Off-Highway Trucks	1	2.00	402	0.38
Drill Footing	Skid Steer Loaders	1	8.00	65	0.37
Column Set	Aerial Lifts	1	8.00	63	0.31
Column Set	Cement and Mortar Mixers	1	4.00	80	0.56
Column Set	Cranes	1	8.00	231	0.29
Column Set	Pumps	1	4.00	84	0.74
Build & Set Structure	Aerial Lifts	1	8.00	63	0.31
Build & Set Structure	Air Compressors	1	8.00	78	0.48
Build & Set Structure	Cranes	1	8.00	231	0.29
Build & Set Digital Displays	Aerial Lifts	1	8.00	63	0.31
Build & Set Digital Displays	Cranes	1	8.00	231	0.29
Drill Footing	Crawler Tractors	1	0.00	212	0.43

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
Drill Footing	4	8.00	0.00	12.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Column Set	4	10.00	0.00	12.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Build & Set Structure	3	10.00	0.00	8.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Build & Set Digital Displays	2	10.00	0.00	8.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Drill Footing - 2022

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					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0000e-004	1.8500e-003	2.7400e-003	1.0000e-005		8.0000e-005	8.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.4627	0.4627	1.5000e-004	0.0000	0.4665
Total	**2.0000e-004**	**1.8500e-003**	**2.7400e-003**	**1.0000e-005**	**2.7000e-004**	**8.0000e-005**	**3.5000e-004**	**3.0000e-005**	**7.0000e-005**	**1.0000e-004**	**0.0000**	**0.4627**	**0.4627**	**1.5000e-004**	**0.0000**	**0.4665**

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	2.0000e-005	9.4000e-004	2.2000e-004	0.0000	1.0000e-004	1.0000e-005	1.1000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.3573	0.3573	2.0000e-005	6.0000e-005	0.3748
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	1.1000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0256	0.0256	0.0000	0.0000	0.0259
Total	**3.0000e-005**	**9.5000e-004**	**3.3000e-004**	**0.0000**	**1.3000e-004**	**1.0000e-005**	**1.4000e-004**	**4.0000e-005**	**1.0000e-005**	**5.0000e-005**	**0.0000**	**0.3829**	**0.3829**	**2.0000e-005**	**6.0000e-005**	**0.4006**

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-004	0.0000	1.0000e-004	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0000e-004	1.8500e-003	2.7400e-003	1.0000e-005		8.0000e-005	8.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.4627	0.4627	1.5000e-004	0.0000	0.4665
Total	**2.0000e-004**	**1.8500e-003**	**2.7400e-003**	**1.0000e-005**	**1.0000e-004**	**8.0000e-005**	**1.8000e-004**	**1.0000e-005**	**7.0000e-005**	**8.0000e-005**	**0.0000**	**0.4627**	**0.4627**	**1.5000e-004**	**0.0000**	**0.4665**

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	2.0000e-005	9.4000e-004	2.2000e-004	0.0000	1.0000e-004	1.0000e-005	1.1000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.3573	0.3573	2.0000e-005	6.0000e-005	0.3748
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	1.1000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0256	0.0256	0.0000	0.0000	0.0259
Total	**3.0000e-005**	**9.5000e-004**	**3.3000e-004**	**0.0000**	**1.3000e-004**	**1.0000e-005**	**1.4000e-004**	**4.0000e-005**	**1.0000e-005**	**5.0000e-005**	**0.0000**	**0.3829**	**0.3829**	**2.0000e-005**	**6.0000e-005**	**0.4006**

3.3 Column Set - 2022

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	2.9000e-004	3.1100e-003	2.4300e-003	1.0000e-005		1.3000e-004	1.3000e-004		1.2000e-004	1.2000e-004	0.0000	0.4686	0.4686	1.1000e-004	0.0000	0.4714
Total	**2.9000e-004**	**3.1100e-003**	**2.4300e-003**	**1.0000e-005**		**1.3000e-004**	**1.3000e-004**		**1.2000e-004**	**1.2000e-004**	**0.0000**	**0.4686**	**0.4686**	**1.1000e-004**	**0.0000**	**0.4714**

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	2.0000e-005	9.4000e-004	2.2000e-004	0.0000	1.0000e-004	1.0000e-005	1.1000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.3573	0.3573	2.0000e-005	6.0000e-005	0.3748
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	2.0000e-005	1.0000e-005	1.3000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0320	0.0320	0.0000	0.0000	0.0323
Total	**4.0000e-005**	**9.5000e-004**	**3.5000e-004**	**0.0000**	**1.4000e-004**	**1.0000e-005**	**1.5000e-004**	**4.0000e-005**	**1.0000e-005**	**5.0000e-005**	**0.0000**	**0.3893**	**0.3893**	**2.0000e-005**	**6.0000e-005**	**0.4071**

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	2.9000e-004	3.1100e-003	2.4300e-003	1.0000e-005		1.3000e-004	1.3000e-004		1.2000e-004	1.2000e-004	0.0000	0.4686	0.4686	1.1000e-004	0.0000	0.4714
Total	**2.9000e-004**	**3.1100e-003**	**2.4300e-003**	**1.0000e-005**		**1.3000e-004**	**1.3000e-004**		**1.2000e-004**	**1.2000e-004**	**0.0000**	**0.4686**	**0.4686**	**1.1000e-004**	**0.0000**	**0.4714**

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	2.0000e-005	9.4000e-004	2.2000e-004	0.0000	1.0000e-004	1.0000e-005	1.1000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.3573	0.3573	2.0000e-005	6.0000e-005	0.3748
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	2.0000e-005	1.0000e-005	1.3000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0320	0.0320	0.0000	0.0000	0.0323
Total	**4.0000e-005**	**9.5000e-004**	**3.5000e-004**	**0.0000**	**1.4000e-004**	**1.0000e-005**	**1.5000e-004**	**4.0000e-005**	**1.0000e-005**	**5.0000e-005**	**0.0000**	**0.3893**	**0.3893**	**2.0000e-005**	**6.0000e-005**	**0.4071**

3.4 Build & Set Structure - 2022

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	3.4000e-004	3.3100e-003	2.7000e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.4000e-004	1.4000e-004	0.0000	0.4975	0.4975	1.2000e-004	0.0000	0.5004
Total	**3.4000e-004**	**3.3100e-003**	**2.7000e-003**	**1.0000e-005**		**1.5000e-004**	**1.5000e-004**		**1.4000e-004**	**1.4000e-004**	**0.0000**	**0.4975**	**0.4975**	**1.2000e-004**	**0.0000**	**0.5004**

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	1.0000e-005	6.3000e-004	1.5000e-004	0.0000	7.0000e-005	1.0000e-005	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.2382	0.2382	2.0000e-005	4.0000e-005	0.2499
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	2.0000e-005	1.0000e-005	1.3000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0320	0.0320	0.0000	0.0000	0.0323
Total	**3.0000e-005**	**6.4000e-004**	**2.8000e-004**	**0.0000**	**1.1000e-004**	**1.0000e-005**	**1.1000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.2702**	**0.2702**	**2.0000e-005**	**4.0000e-005**	**0.2822**

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	3.4000e-004	3.3100e-003	2.7000e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.4000e-004	1.4000e-004	0.0000	0.4975	0.4975	1.2000e-004	0.0000	0.5004
Total	**3.4000e-004**	**3.3100e-003**	**2.7000e-003**	**1.0000e-005**		**1.5000e-004**	**1.5000e-004**		**1.4000e-004**	**1.4000e-004**	**0.0000**	**0.4975**	**0.4975**	**1.2000e-004**	**0.0000**	**0.5004**

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	1.0000e-005	6.3000e-004	1.5000e-004	0.0000	7.0000e-005	1.0000e-005	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.2382	0.2382	2.0000e-005	4.0000e-005	0.2499
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	2.0000e-005	1.0000e-005	1.3000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0320	0.0320	0.0000	0.0000	0.0323
Total	**3.0000e-005**	**6.4000e-004**	**2.8000e-004**	**0.0000**	**1.1000e-004**	**1.0000e-005**	**1.1000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.2702**	**0.2702**	**2.0000e-005**	**4.0000e-005**	**0.2822**

3.5 Build & Set Digital Displays - 2022

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	2.0000e-004	2.3700e-003	1.4900e-003	0.0000		9.0000e-005	9.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.3272	0.3272	1.1000e-004	0.0000	0.3299
Total	**2.0000e-004**	**2.3700e-003**	**1.4900e-003**	**0.0000**		**9.0000e-005**	**9.0000e-005**		**8.0000e-005**	**8.0000e-005**	**0.0000**	**0.3272**	**0.3272**	**1.1000e-004**	**0.0000**	**0.3299**

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	1.0000e-005	6.3000e-004	1.5000e-004	0.0000	7.0000e-005	1.0000e-005	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.2382	0.2382	2.0000e-005	4.0000e-005	0.2499
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	2.0000e-005	1.0000e-005	1.3000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0320	0.0320	0.0000	0.0000	0.0323
Total	**3.0000e-005**	**6.4000e-004**	**2.8000e-004**	**0.0000**	**1.1000e-004**	**1.0000e-005**	**1.1000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.2702**	**0.2702**	**2.0000e-005**	**4.0000e-005**	**0.2822**

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	2.0000e-004	2.3700e-003	1.4900e-003	0.0000		9.0000e-005	9.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.3272	0.3272	1.1000e-004	0.0000	0.3299
Total	**2.0000e-004**	**2.3700e-003**	**1.4900e-003**	**0.0000**		**9.0000e-005**	**9.0000e-005**		**8.0000e-005**	**8.0000e-005**	**0.0000**	**0.3272**	**0.3272**	**1.1000e-004**	**0.0000**	**0.3299**

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	1.0000e-005	6.3000e-004	1.5000e-004	0.0000	7.0000e-005	1.0000e-005	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.2382	0.2382	2.0000e-005	4.0000e-005	0.2499
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	2.0000e-005	1.0000e-005	1.3000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0320	0.0320	0.0000	0.0000	0.0323
Total	**3.0000e-005**	**6.4000e-004**	**2.8000e-004**	**0.0000**	**1.1000e-004**	**1.0000e-005**	**1.1000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.2702**	**0.2702**	**2.0000e-005**	**4.0000e-005**	**0.2822**

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	9.50	7.30	7.30	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	0.537638	0.058030	0.174616	0.137192	0.028458	0.007596	0.011602	0.006026	0.000704	0.000394	0.029425	0.000660	0.0076

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	9.5767	9.5767	8.1000e-004	1.0000e-004	9.6261
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	9.5767	9.5767	8.1000e-004	1.0000e-004	9.6261
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**

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	54000	9.5767	8.1000e-004	1.0000e-004	9.6261
Total		**9.5767**	**8.1000e-004**	**1.0000e-004**	**9.6261**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Commercial	54000	9.5767	8.1000e-004	1.0000e-004	9.6261
Total		**9.5767**	**8.1000e-004**	**1.0000e-004**	**9.6261**

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	0.0000	0.0000	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

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					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	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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					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	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**

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**

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

Appendix G

Energy Assumptions and Modeling

ESA

Ventura Road Electronic Billboard MND
Energy Assumptions and Data

Location: Oxnard, Ventura County CA
CEC Forecasting Climate Zone: 8
Utility: SCE

Construction Schedule

Phase	Start Date	Completion Date	Work Days	Notes	Total Haul Trucks - round trip
Drill Footing / Haul & Disposal Dirt	6/6/2022	6/7/2022	1	1 flat-bed truck 5 super 10 dump	6
Column Set / Concrete Pour	6/6/2022	6/7/2022	1	4 concrete mixing trucks 90 ton crane hireach crane truck	6
Set Top Column / Build & Set Structure	6/8/2022	6/8/2022	1	2 48ft flatbed trailer 275 ton crane hireach crane truck	4
Build & Set Digital Displays	6/9/2022	6/9/2022	1	2 48ft flatbed trailer 90 ton crane hireach crane truck	4

Construction Trips

Phase	# Workers/Day [1]	# Worker Trips/Day (one-way)[2]	# Vendor Trips/Day (one-way)	# Haul Truck Trips Total
Drill Footing / Haul & Disposal Dirt	4	8	0	12
Column Set / Concrete Pour	5	10	0	12
Set Top Column / Build & Set Structure	5	10	0	8
Build & Set Digital Displays	5	10	0	8

Construction By SubPhase

Phase	Equipment Type	#	Engine hp	Hrs/day
Drill Footing / Haul & Disposal Dirt				
	Excavators	1	188	8
	Skid Steer Loaders	1	405	8
	Off-Highway Truck	1	75	2
Column Set / Concrete Pour				
	Aerial Lift	1	63	8
	Crane	1	231	8
	Concrete Mixer*	1	80	4
	Concrete Pump	1	84	4
Set Top Column / Build & Set Structure				
	Aerial Lift	1	63	8
	Crane	1	231	8
	Air Compressor	1	78	8
Build & Set Digital Displays				
	Aerial Lift	1	63	8
	Crane	2	231	8

All Equipment specified as part of typical construction equipment phasing for projects

CalEEmod default horsepower and load defaults typical of construction equipment with exception noted below.

*Concrete Mixer included to include Hydraulic pump for truck mounted mixer utilizing Power Take-Off mode of concrete trucks during unloading/delivery (1 hr per truck)

Oxnard Buildboard Ordinance MND
Construction Energy Analysis

Off-Road Equipment

Equipment ≤ 100 hp		
pounds diesel fuel/hp-hr (lb/hp-hr):[1]	0.408	lb/hp-hr
diesel density (lb/gal):[1]	7.11	lb/gal
diesel gallons/hp-hr:	0.0574	gal/hp-hr
Total <100	1,388	hp-hr
Total diesel gallons:	80	gal
Equipment > 100 hp		
pounds diesel fuel/hp-hr (lb/hp-hr):[1]	0.367	lb/hp-hr
diesel density (lb/gal):[1]	7.11	lb/gal
diesel gallons/hp-hr:	0.0516	gal/hp-hr
Total >100	2,394	hp-hr
Total diesel gallons:	124	gal
Total diesel gallons (off-road equipment):	**203**	**gal**

1. OFFROAD2017 Emission Factor Documentation

Construction Phase	Equipment	Number	Hours/Day	HP	Load	Days	Total hp-hr
Drill Footing	Excavators	1	8	158	0.38	1	480
Drill Footing	Off-Highway Trucks	1	2	402	0.38	1	306
Drill Footing	Skid Steer Loaders	1	8	65	0.37	1	192
Column Set	Aerial Lifts	1	8	63	0.31	1	156
Column Set	Cement and Mortar Mixers	1	4	80	0.56	1	179
Column Set	Cranes	1	8	231	0.29	1	536
Column Set	Pumps	1	4	84	0.74	1	249
Build & Set Structure	Aerial Lifts	1	8	63	0.31	1	156
Build & Set Structure	Air Compressors	1	8	78	0.48	1	300
Build & Set Structure	Cranes	1	8	231	0.29	1	536
Build & Set Digital Displays	Aerial Lifts	1	8	63	0.31	1	156
Build & Set Digital Displays	Cranes	1	8	231	0.29	1	536
						Total >100	2,394
						Total <100	1,388

Oxnard Buildboard Ordinance MND
Construction Energy Analysis

Off-Road Equipment

Construction Phase & Trip Type	Vehicle Class	Vehicle Fuel	Trip Number	Trip Length (mi)	Total VMT	Phase Emissions CO2(MT)	Fuel Equivalency (MT CO2/gal)	Fuel Consumption Gallons
Drill Footing								
Worker	HHDT	Diesel	12	20	240	0.357	10.181E-03	35.10
Vendor	HHDT	Diesel	0	7.3	0	0.000	10.180E-03	0.00
Haul	LDA_Mix	Gasoline	8	10.8	86.4	0.026	8.887E-03	2.88
Column Set								
Worker	HHDT	Diesel	12	20	240	0.357	10.181E-03	35.10
Vendor	HHDT	Diesel	0	7.3	0	0.000	10.180E-03	0.00
Haul	LDA_Mix	Gasoline	10	10.8	108	0.032	8.887E-03	3.60
Build & Set Structure								
Worker	HHDT	Diesel	8	20	160	0.238	10.181E-03	23.40
Vendor	HHDT	Diesel	0	7.3	0	0.000	10.180E-03	0.00
Haul	LDA_Mix	Gasoline	10	10.8	108	0.032	8.887E-03	3.60
Build & Set Digital Displays								
Worker	HHDT	Diesel	8	20	160	0.238	10.181E-03	23.40
Vendor	HHDT	Diesel	0	7.3	0	0.000	10.180E-03	0.00
Haul	LDA_Mix	Gasoline	10	10.8	108	0.032	8.887E-03	3.60
							Diesel	**117.0**
							Gasoline	**13.7**

Calculated CalEEMod CO2e emisions include EMFAC estimate emissions from start and idle modes as well as running mode fuel consumption based on fuel equivalencies to determine total fuel consumption including these modes.

Fuel Equivalency Factors (US EPA, IPCC)
https://www.epa.gov/energy/greenhouse-gases-equivalencies-calculator-calculations-and-references
IPCC (2006). 2006 IPCC Guidelines for National Greenhouse Gas Inventories. Volume 2 (Energy). Intergovernmental Panel on Climate Change, Geneva, Switzerland
Gasoline = 8.887 × 10-3 metric tons CO2/gallon of gasoline
Diesel =10.180 x 10-3 metric tons CO2/gallon of diesel

Oxnard Billboard MND - Ventura County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Oxnard Billboard MND

Ventura County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Commercial	1.00	User Defined Unit	0.25	1.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Oxnard Blllboard Ordinance - MND - Typical Installation

Land Use - Default Lot size of 11,000 sq ft (Range: 1,000 - 15,000)
Sq Ft = 1 is a unity rate for 1 Billboard for Operational Energy
Construction Phase - From Buildboard Installation Schedule
1 Day for each phase. (5-7 days between Column Set and Build)
Off-road Equipment - Typical Construction Eqpt

Off-road Equipment - From Installation Schedule

Off-road Equipment - Truck Mounted Cement Mixer 80 HP for typical 10 CY Concrete Mixing Truck - uses Power Take-off from Truck Engine
-runs continuously during Unloading (1 hr per truck)
Off-road Equipment - Off-Highway Trucks included to include On-site Maneuvering and Idle time for Dump Trucks; Crawler Tractor included (but set to 0) to activate fugitive dust calcs
Trips and VMT - Haul Trips for Column Set based on Pieces of Eqpt (4) using CalEEMod methodology = 4x1.25 = 5
Build & Set Structures and Displays also assume 5 workers per day
Grading - Fugitive dust emissions

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Consumer Products - No Consumer Products used as part of Operations

Area Coating - No Coatings

Landscape Equipment - No Landscape Operations

Energy Use - 54,000 kw-hr per year Avg Billboard Energy Usage

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Exterior	1	0
tblAreaCoating	Area_Nonresidential_Interior	2	0
tblConstructionPhase	NumDays	100.00	1.00
tblConstructionPhase	NumDays	100.00	1.00
tblConstructionPhase	NumDays	100.00	1.00
tblConstructionPhase	NumDays	2.00	1.00
tblConsumerProducts	ROG_EF	2.14E-05	0
tblEnergyUse	T24E	0.00	54,000.00
tblGrading	AcresOfGrading	0.00	0.50
tblLandscapeEquipment	NumberSummerDays	180	0
tblLandUse	LandUseSquareFeet	0.00	1.00
tblLandUse	LotAcreage	0.00	0.25
tblOffRoadEquipment	HorsePower	9.00	80.00
tblOffRoadEquipment	LoadFactor	0.43	0.43
tblOffRoadEquipment	OffRoadEquipmentType		Crawler Tractors
tblOffRoadEquipment	UsageHours	4.00	8.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblTripsAndVMT	HaulingTripNumber	0.00	12.00
tblTripsAndVMT	HaulingTripNumber	0.00	12.00
tblTripsAndVMT	HaulingTripNumber	0.00	8.00
tblTripsAndVMT	HaulingTripNumber	0.00	8.00
tblTripsAndVMT	WorkerTripNumber	10.00	8.00
tblTripsAndVMT	WorkerTripNumber	0.00	10.00
tblTripsAndVMT	WorkerTripNumber	0.00	10.00

tblTripsAndVMT	WorkerTripNumber	0.00	10.00

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					
2022	1.1700e-003	0.0138	0.0106	3.0000e-005	7.6000e-004	4.7000e-004	1.2400e-003	1.6000e-004	4.4000e-004	6.1000e-004	0.0000	3.0685	3.0685	5.7000e-004	1.9000e-004	3.1402
Maximum	**1.1700e-003**	**0.0138**	**0.0106**	**3.0000e-005**	**7.6000e-004**	**4.7000e-004**	**1.2400e-003**	**1.6000e-004**	**4.4000e-004**	**6.1000e-004**	**0.0000**	**3.0685**	**3.0685**	**5.7000e-004**	**1.9000e-004**	**3.1402**

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					
2022	1.1700e-003	0.0138	0.0106	3.0000e-005	6.0000e-004	4.7000e-004	1.0700e-003	1.5000e-004	4.4000e-004	5.9000e-004	0.0000	3.0685	3.0685	5.7000e-004	1.9000e-004	3.1402
Maximum	**1.1700e-003**	**0.0138**	**0.0106**	**3.0000e-005**	**6.0000e-004**	**4.7000e-004**	**1.0700e-003**	**1.5000e-004**	**4.4000e-004**	**5.9000e-004**	**0.0000**	**3.0685**	**3.0685**	**5.7000e-004**	**1.9000e-004**	**3.1402**

	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**	**21.05**	**0.00**	**13.71**	**6.25**	**0.00**	**3.28**	**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	**6-6-2022**	**9-5-2022**	0.0054	0.0054
		Highest	0.0054	0.0054

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.5767	9.5767	8.1000e-004	1.0000e-004	9.6261
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	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**9.5767**	**9.5767**	**8.1000e-004**	**1.0000e-004**	**9.6261**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.5767	9.5767	8.1000e-004	1.0000e-004	9.6261
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	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**9.5767**	**9.5767**	**8.1000e-004**	**1.0000e-004**	**9.6261**

	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	Drill Footing	Grading	6/1/2022	6/1/2022	5	1	Drill Footing / Haul & Disposal Dirt
2	Column Set	Building Construction	6/2/2022	6/2/2022	5	1	Column Set/Concrete Pour
3	Build & Set Structure	Building Construction	6/7/2022	6/7/2022	5	1	Set Top Column / Build & Set Structure
4	Build & Set Digital Displays	Building Construction	6/8/2022	6/8/2022	5	1	Build & Set Digital Displays

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Drill Footing	Excavators	1	8.00	158	0.38
Drill Footing	Off-Highway Trucks	1	2.00	402	0.38
Drill Footing	Skid Steer Loaders	1	8.00	65	0.37
Column Set	Aerial Lifts	1	8.00	63	0.31
Column Set	Cement and Mortar Mixers	1	4.00	80	0.56
Column Set	Cranes	1	8.00	231	0.29
Column Set	Pumps	1	4.00	84	0.74
Build & Set Structure	Aerial Lifts	1	8.00	63	0.31
Build & Set Structure	Air Compressors	1	8.00	78	0.48
Build & Set Structure	Cranes	1	8.00	231	0.29
Build & Set Digital Displays	Aerial Lifts	1	8.00	63	0.31
Build & Set Digital Displays	Cranes	1	8.00	231	0.29
Drill Footing	Crawler Tractors	1	0.00	212	0.43

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
Drill Footing	4	8.00	0.00	12.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Column Set	4	10.00	0.00	12.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Build & Set Structure	3	10.00	0.00	8.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Build & Set Digital Displays	2	10.00	0.00	8.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Drill Footing - 2022

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					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0000e-004	1.8500e-003	2.7400e-003	1.0000e-005		8.0000e-005	8.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.4627	0.4627	1.5000e-004	0.0000	0.4665
Total	**2.0000e-004**	**1.8500e-003**	**2.7400e-003**	**1.0000e-005**	**2.7000e-004**	**8.0000e-005**	**3.5000e-004**	**3.0000e-005**	**7.0000e-005**	**1.0000e-004**	**0.0000**	**0.4627**	**0.4627**	**1.5000e-004**	**0.0000**	**0.4665**

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	2.0000e-005	9.4000e-004	2.2000e-004	0.0000	1.0000e-004	1.0000e-005	1.1000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.3573	0.3573	2.0000e-005	6.0000e-005	0.3748
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	1.1000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0256	0.0256	0.0000	0.0000	0.0259
Total	**3.0000e-005**	**9.5000e-004**	**3.3000e-004**	**0.0000**	**1.3000e-004**	**1.0000e-005**	**1.4000e-004**	**4.0000e-005**	**1.0000e-005**	**5.0000e-005**	**0.0000**	**0.3829**	**0.3829**	**2.0000e-005**	**6.0000e-005**	**0.4006**

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-004	0.0000	1.0000e-004	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.0000e-004	1.8500e-003	2.7400e-003	1.0000e-005		8.0000e-005	8.0000e-005		7.0000e-005	7.0000e-005	0.0000	0.4627	0.4627	1.5000e-004	0.0000	0.4665
Total	**2.0000e-004**	**1.8500e-003**	**2.7400e-003**	**1.0000e-005**	**1.0000e-004**	**8.0000e-005**	**1.8000e-004**	**1.0000e-005**	**7.0000e-005**	**8.0000e-005**	**0.0000**	**0.4627**	**0.4627**	**1.5000e-004**	**0.0000**	**0.4665**

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	2.0000e-005	9.4000e-004	2.2000e-004	0.0000	1.0000e-004	1.0000e-005	1.1000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.3573	0.3573	2.0000e-005	6.0000e-005	0.3748
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	1.1000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0256	0.0256	0.0000	0.0000	0.0259
Total	**3.0000e-005**	**9.5000e-004**	**3.3000e-004**	**0.0000**	**1.3000e-004**	**1.0000e-005**	**1.4000e-004**	**4.0000e-005**	**1.0000e-005**	**5.0000e-005**	**0.0000**	**0.3829**	**0.3829**	**2.0000e-005**	**6.0000e-005**	**0.4006**

3.3 Column Set - 2022

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	2.9000e-004	3.1100e-003	2.4300e-003	1.0000e-005		1.3000e-004	1.3000e-004		1.2000e-004	1.2000e-004	0.0000	0.4686	0.4686	1.1000e-004	0.0000	0.4714
Total	**2.9000e-004**	**3.1100e-003**	**2.4300e-003**	**1.0000e-005**		**1.3000e-004**	**1.3000e-004**		**1.2000e-004**	**1.2000e-004**	**0.0000**	**0.4686**	**0.4686**	**1.1000e-004**	**0.0000**	**0.4714**

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	2.0000e-005	9.4000e-004	2.2000e-004	0.0000	1.0000e-004	1.0000e-005	1.1000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.3573	0.3573	2.0000e-005	6.0000e-005	0.3748
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	2.0000e-005	1.0000e-005	1.3000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0320	0.0320	0.0000	0.0000	0.0323
Total	**4.0000e-005**	**9.5000e-004**	**3.5000e-004**	**0.0000**	**1.4000e-004**	**1.0000e-005**	**1.5000e-004**	**4.0000e-005**	**1.0000e-005**	**5.0000e-005**	**0.0000**	**0.3893**	**0.3893**	**2.0000e-005**	**6.0000e-005**	**0.4071**

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	2.9000e-004	3.1100e-003	2.4300e-003	1.0000e-005		1.3000e-004	1.3000e-004		1.2000e-004	1.2000e-004	0.0000	0.4686	0.4686	1.1000e-004	0.0000	0.4714
Total	**2.9000e-004**	**3.1100e-003**	**2.4300e-003**	**1.0000e-005**		**1.3000e-004**	**1.3000e-004**		**1.2000e-004**	**1.2000e-004**	**0.0000**	**0.4686**	**0.4686**	**1.1000e-004**	**0.0000**	**0.4714**

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	2.0000e-005	9.4000e-004	2.2000e-004	0.0000	1.0000e-004	1.0000e-005	1.1000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.3573	0.3573	2.0000e-005	6.0000e-005	0.3748
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	2.0000e-005	1.0000e-005	1.3000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0320	0.0320	0.0000	0.0000	0.0323
Total	**4.0000e-005**	**9.5000e-004**	**3.5000e-004**	**0.0000**	**1.4000e-004**	**1.0000e-005**	**1.5000e-004**	**4.0000e-005**	**1.0000e-005**	**5.0000e-005**	**0.0000**	**0.3893**	**0.3893**	**2.0000e-005**	**6.0000e-005**	**0.4071**

3.4 Build & Set Structure - 2022

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	3.4000e-004	3.3100e-003	2.7000e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.4000e-004	1.4000e-004	0.0000	0.4975	0.4975	1.2000e-004	0.0000	0.5004
Total	**3.4000e-004**	**3.3100e-003**	**2.7000e-003**	**1.0000e-005**		**1.5000e-004**	**1.5000e-004**		**1.4000e-004**	**1.4000e-004**	**0.0000**	**0.4975**	**0.4975**	**1.2000e-004**	**0.0000**	**0.5004**

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	1.0000e-005	6.3000e-004	1.5000e-004	0.0000	7.0000e-005	1.0000e-005	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.2382	0.2382	2.0000e-005	4.0000e-005	0.2499
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	2.0000e-005	1.0000e-005	1.3000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0320	0.0320	0.0000	0.0000	0.0323
Total	**3.0000e-005**	**6.4000e-004**	**2.8000e-004**	**0.0000**	**1.1000e-004**	**1.0000e-005**	**1.1000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.2702**	**0.2702**	**2.0000e-005**	**4.0000e-005**	**0.2822**

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	3.4000e-004	3.3100e-003	2.7000e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.4000e-004	1.4000e-004	0.0000	0.4975	0.4975	1.2000e-004	0.0000	0.5004
Total	**3.4000e-004**	**3.3100e-003**	**2.7000e-003**	**1.0000e-005**		**1.5000e-004**	**1.5000e-004**		**1.4000e-004**	**1.4000e-004**	**0.0000**	**0.4975**	**0.4975**	**1.2000e-004**	**0.0000**	**0.5004**

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	1.0000e-005	6.3000e-004	1.5000e-004	0.0000	7.0000e-005	1.0000e-005	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.2382	0.2382	2.0000e-005	4.0000e-005	0.2499
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	2.0000e-005	1.0000e-005	1.3000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0320	0.0320	0.0000	0.0000	0.0323
Total	**3.0000e-005**	**6.4000e-004**	**2.8000e-004**	**0.0000**	**1.1000e-004**	**1.0000e-005**	**1.1000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.2702**	**0.2702**	**2.0000e-005**	**4.0000e-005**	**0.2822**

3.5 Build & Set Digital Displays - 2022

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	2.0000e-004	2.3700e-003	1.4900e-003	0.0000		9.0000e-005	9.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.3272	0.3272	1.1000e-004	0.0000	0.3299
Total	**2.0000e-004**	**2.3700e-003**	**1.4900e-003**	**0.0000**		**9.0000e-005**	**9.0000e-005**		**8.0000e-005**	**8.0000e-005**	**0.0000**	**0.3272**	**0.3272**	**1.1000e-004**	**0.0000**	**0.3299**

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	1.0000e-005	6.3000e-004	1.5000e-004	0.0000	7.0000e-005	1.0000e-005	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.2382	0.2382	2.0000e-005	4.0000e-005	0.2499
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	2.0000e-005	1.0000e-005	1.3000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0320	0.0320	0.0000	0.0000	0.0323
Total	**3.0000e-005**	**6.4000e-004**	**2.8000e-004**	**0.0000**	**1.1000e-004**	**1.0000e-005**	**1.1000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.2702**	**0.2702**	**2.0000e-005**	**4.0000e-005**	**0.2822**

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	2.0000e-004	2.3700e-003	1.4900e-003	0.0000		9.0000e-005	9.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.3272	0.3272	1.1000e-004	0.0000	0.3299
Total	**2.0000e-004**	**2.3700e-003**	**1.4900e-003**	**0.0000**		**9.0000e-005**	**9.0000e-005**		**8.0000e-005**	**8.0000e-005**	**0.0000**	**0.3272**	**0.3272**	**1.1000e-004**	**0.0000**	**0.3299**

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	1.0000e-005	6.3000e-004	1.5000e-004	0.0000	7.0000e-005	1.0000e-005	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.2382	0.2382	2.0000e-005	4.0000e-005	0.2499
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	2.0000e-005	1.0000e-005	1.3000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0320	0.0320	0.0000	0.0000	0.0323
Total	**3.0000e-005**	**6.4000e-004**	**2.8000e-004**	**0.0000**	**1.1000e-004**	**1.0000e-005**	**1.1000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.2702**	**0.2702**	**2.0000e-005**	**4.0000e-005**	**0.2822**

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	9.50	7.30	7.30	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	0.537638	0.058030	0.174616	0.137192	0.028458	0.007596	0.011602	0.006026	0.000704	0.000394	0.029425	0.000660	0.0076

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	9.5767	9.5767	8.1000e-004	1.0000e-004	9.6261
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	9.5767	9.5767	8.1000e-004	1.0000e-004	9.6261
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**

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	54000	9.5767	8.1000e-004	1.0000e-004	9.6261
Total		**9.5767**	**8.1000e-004**	**1.0000e-004**	**9.6261**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
User Defined Commercial	54000	9.5767	8.1000e-004	1.0000e-004	9.6261
Total		**9.5767**	**8.1000e-004**	**1.0000e-004**	**9.6261**

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	0.0000	0.0000	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

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					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	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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					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	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**

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**

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