

*Public Review Draft*

**Initial Study/Mitigated Negative Declaration  
Outfront Media Billboard Relocation Project**

*Prepared by*

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**OCTOBER 2022**



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# Acronyms and Abbreviations

Acronym/Abbreviation	Definition
AB	Assembly Bill
AQMP	Air Quality Management Plan
CAAQS	California Ambient Air Quality Standards
CalGreen	California Green Building Standards Code
CAP	Climate Action Plan
CARB	California Air Resources Board
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CH <sub>4</sub>	methane
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2</sub> E	carbon dioxide equivalent
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EO	Executive Order
EPA	Environmental Protection Agency
ESA	Endangered Species Act
FEMA	Federal Emergency Management Agency
GHG	greenhouse gas
GWP	global warming potential
IS	Initial Study
LED	light-emitting diode
LRA	Local Responsibility Area
MND	Mitigated Negative Declaration
MT	metric tons
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO <sub>2</sub>	nitrogen dioxide
NRCS	Natural Resources Conservation Service
O <sub>3</sub>	ozone
OAAA	Outdoor Advertising Association of America
OPR	Office of Planning and Research
PM <sub>10</sub>	particulate matter with an aerodynamic diameter less than or equal to 10 microns
PM <sub>2.5</sub>	particulate matter with an aerodynamic diameter less than or equal to 2.5 microns
PPV	peak particle velocity
PRC	California Public Resources Code
RCNM	Roadway Construction Noise Model
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SF	square feet
SMAQMD	Sacramento Metropolitan Air Quality Management District

PUBLIC REVIEW DRAFT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION  
OUTFRONT BILLBOARD RELOCATION PROJECT

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Acronym/Abbreviation	Definition
SMUD	Sacramento Municipal Utility District
SVAB	Sacramento Valley Air Basin
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
VHFHSZ	Very High Fire Hazard Severity Zones
VMT	vehicle miles traveled
VOC	volatile organic compound

# 1 Introduction

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## 1.1 Project Overview

The Outfront Media Billboard Relocation Project (proposed project) consists of installation and operation of a new two-sided, V-shaped electronic digital billboard to be located near the northwestern corner of property owned by the Consumnes Community Services District (Consumnes CSD) located at 10551 East Stockton Boulevard (Assessor Parcel Number [APN] 134-1050-002) in the City of Elk Grove (City). Both faces of the billboard would have a digital display and would be oriented towards East Stockton Boulevard and the adjacent State Route (SR) 99. The project also includes demolition and removal of three existing billboards located adjacent to Grant Line Road and along East Stockton Boulevard. The project Applicant, Outfront Media, is also requesting clarifying amendments to Chapter 23.62 of the Elk Grove Municipal Code (EGMC), which pertains to signs on private property.

The construction of the new billboard in exchange for removal of three existing billboards would be completed pursuant to a relocation agreement between the project Applicant, the City of Elk Grove, and the Consumnes CSD, as authorized under the Outdoor Advertising Act (Bus. & Prof. Code, § 5200 *et seq.*) and the City's Municipal Code Section 23.47.020 (hereinafter "Relocation Agreement").

## 1.2 California Environmental Quality Act Compliance

The California Environmental Quality Act (CEQA) applies to projects initiated by, funded by, or requiring discretionary approvals from state or local government agencies. The proposed project constitutes a project as defined by CEQA (California Public Resources Code [PRC] section 21000 *et seq.*). CEQA Guidelines section 15367 states that a "Lead Agency" is "the public agency which has the principal responsibility for carrying out or approving a project." Therefore, the City of Elk Grove (City) is the lead agency responsible for compliance with CEQA for the proposed project.

As lead agency, the City must complete an environmental review to determine if implementation of the proposed project would result in significant adverse environmental impacts. To fulfill the purpose of CEQA, an Initial Study (IS) has been prepared to assist in making that determination. Based on the nature and scope of the proposed project and the evaluation contained in the IS environmental checklist (contained herein), the City, as the lead agency, concluded that a Mitigated Negative Declaration (MND) is the proper level of environmental documentation for this project.

The IS demonstrates that impacts caused by the proposed project are either less than significant or significant but mitigable with incorporation of appropriate mitigation measures, as defined herein. This conclusion is supported by CEQA Guidelines section 15070, which states that an MND can be prepared when "(a) the initial study shows that there is not substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or (b) the initial study identifies potentially significant effects, but (1) revisions in the project plans or proposals made by, or agreed to by the applicant, before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and (2) there is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment."

A mitigation monitoring and reporting program will be prepared pursuant to CEQA Guidelines Section 15074(d), which requires that a lead or responsible agency adopt a mitigation monitoring plan when approving or carrying out a project when an MND identifies measures to mitigate or avoid significant environmental effects.

## 1.3 Project Location and Existing Conditions

The proposed digital billboard project site is located at 10551 East Stockton Boulevard in the southern portion of the City (APN 134-1050-002) (project site). The project site is located on land owned by the Cosumnes CSD (Figure 1). Regional access to the site is provided by SR 99 and local access to the site is provided via East Stockton Boulevard, which parallels SR 99. The site is designated and zoned as Heavy Industrial (HI) in the City's General Plan and Municipal Code and is within the City's Business Center District Sign (BCS) Overlay Zone (City of Elk Grove 2021).

The site is generally developed and paved and supports industrial uses related to the Cosumnes CSD Fire Department. Existing uses on the project site include a one-story building and paved parking areas currently used by the Cosumnes CSD for firefighter training services. The Cosumnes CSD Fire Department Headquarters building is located directly south of the site. Bordering the site to the north and east are various industrial uses, including a vacant manufacturing building with a construction materials storage and distribution area to the north and several buildings and paved parking areas to the east. To the west, the site is bordered by a sidewalk along East Stockton Boulevard and the adjacent SR 99, which is approximately the same elevation as the project site.

As noted above, the project site is located within the City's BCS overlay zone. This overlay zone is applied to properties within commercial, office, or industrial zoning districts generally within one mile of an interchange between a state highway and a city street. However, the development standards of the BCS Overlay Zone are not applicable to this project, as the BCS Overlay Zone applies to advertising for businesses within each business center district, and not "off-site" messaging or advertising (City of Elk Grove 2021).

Existing public views of the project site are available from East Stockton Boulevard and the north and southbound lanes of SR 99. The site is approximately the same elevation and grade as both roadways. The single-story warehouse building and paved areas are directly visible from both East Stockton Boulevard and SR 99. There is an approximately 5-foot-tall chain link fence that separates SR 99 from East Stockton Boulevard, but there are no other obstructions or intervening vegetation that obscures views of the site from SR 99.

The project also includes removal of three existing off-site billboards along roadways at the following locations (see Figure 1):

1. Grant Line Road (Dual Faced) – APN 134-0181-029-0000
2. SR 99/East Stockton Boulevard (Single Face) – APNs 134-0670-031 & 134-0670-032
3. SR 99/East Stockton Boulevard (Single Face) – APN 134-0620-022-0000

For the purposes of this analysis, the "project site" refers to the site proposed for installation of the new digital billboard, and removal of the existing billboards are considered to be "off-site." However, the potential impacts of billboard removal are considered in this analysis as part of the whole of the project.





SOURCE: Sacramento County; City of Elk Grove; Bing Maps

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# 2 Project Description

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The proposed project includes the installation and operation of a digital billboard, the demolition and removal of three existing billboards, and clarifying amendments to Chapter 23.62 of the City of Elk Grove Municipal Code (EGMC), included in Section 2.5 below. The conceptual design of the billboard structure and the other components are described in detail below.

## 2.1 Project Description

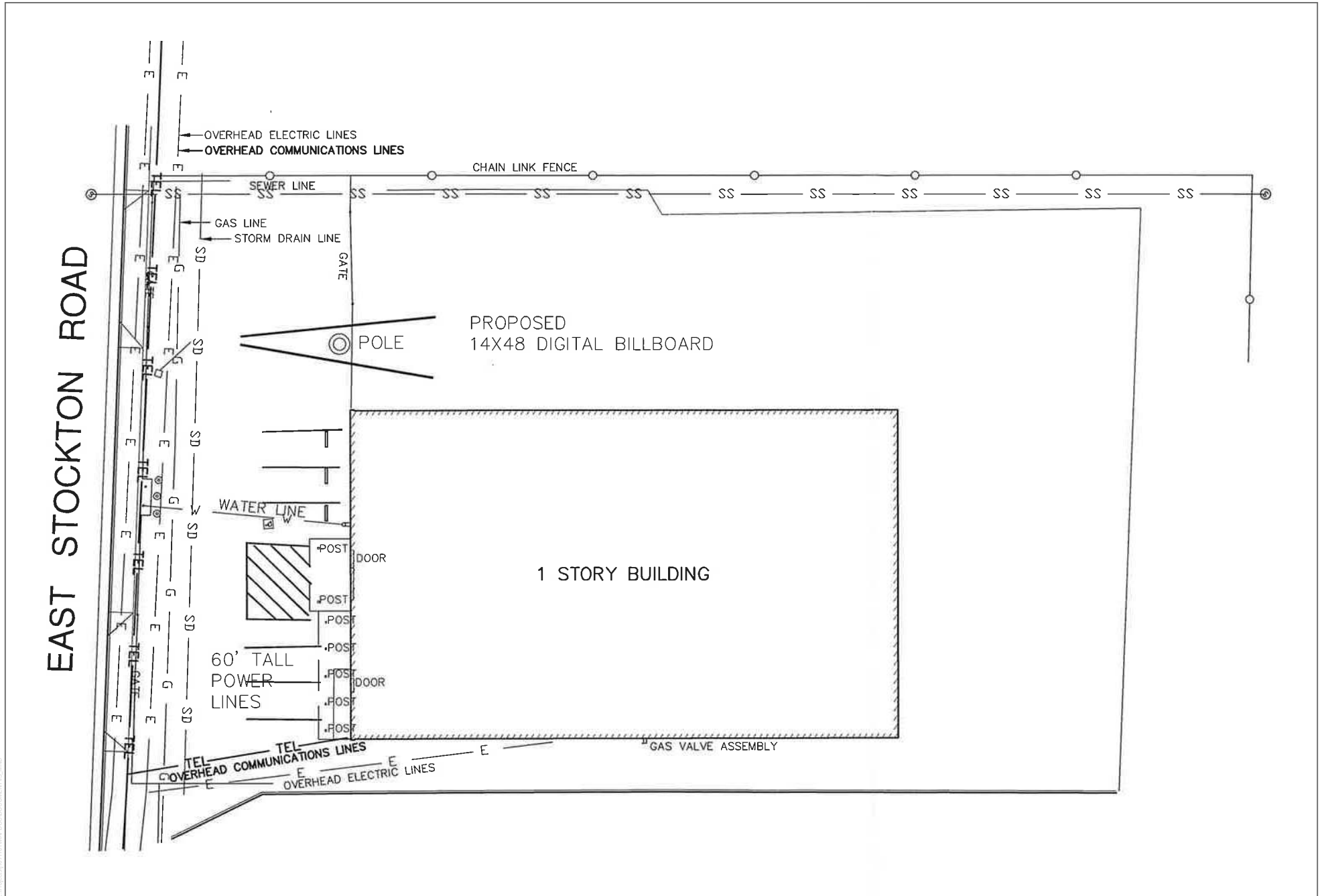
A digital billboard consists of clusters of light-emitting diodes or LEDs that display illuminated sign content through the use of a computer that receives images remotely via the Internet. Digital billboards are equipped with lighting sensors and controls to adjust brightness based on ambient light conditions. The display can be dimmed at a specified time or a light sensor can be installed that determines ambient light levels and adjusts the brightness of the screen accordingly. The imagery that is displayed typically consists of a series of static slides, a video or animation sequence, or a combination of both. Digital billboards can also be used to display news feeds, live scores, traffic, social media content, local weather forecasts, countdowns, and other time-sensitive, local, and/or interactive content. Due to the energy required to illuminate the clusters of LEDs during both daytime and nighttime, digital billboards have electricity consumption that is greater than that of static billboards.

The proposed project consists of installation and operation of a new two-sided, V-shaped electronic digital billboard near the northwestern corner of property located at 10551 East Stockton Boulevard and the removal of three existing billboards located along major roadways within the City. Both faces of the new billboard would have a digital display and would be oriented towards East Stockton Boulevard and adjacent SR 99 (Figure 2). Each billboard face would be 14 feet in height and 48 feet in width. The maximum height of the billboard faces would not exceed 68 feet. The billboard face would be supported by a standalone pole structure. The billboard, including the sign structure and sign face would not exceed 80 feet above ground level. The billboard pole foundation would be approximately 5 feet in diameter. The sign faces would be located a maximum of 25 feet in distance from the building façade, towards East Stockton Boulevard and SR 99 (Figure 4a and 4b). Due to the proposed billboard location and height of the sign faces from the ground, neither the sign faces or pole structure would obstruct or interfere with the sidewalk along East Stockton Boulevard. The digital sign faces would use LED Display technology and would have a maximum ambient light output level of 0.3 foot-candles at a distance of 250 linear feet from the billboard, and light levels would be set to adjust based on ambient light conditions (e.g., nighttime versus daytime). The billboard would cycle through a rotation of non-flashing, non-moving digital images, which would not change any faster than one image every eight seconds. The digital faces would provide programming compliant with the conditions of the Relocation Agreement (Appendix A). The digital billboard would be designed and constructed in accordance with the limitations provided in the Relocation Agreement and the Outdoor Advertising Permit, which ensures compliance with the Outdoor Advertising Act.<sup>1</sup> The development, maintenance, and removal of the existing and new billboard would also occur in accordance with the terms of the Relocation Agreement.

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<sup>1</sup> Under the Outdoor Advertising Act (Bus. & Prof. Code, § 5200 *et seq.*), an Outdoor Advertising Permits administered by Caltrans is required for projects adjacent to an Interstate or primary highway. The Outdoor Advertising Permit sets forth criterion for display and display location of outdoor billboards and signage.

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SOURCE: Outfront Media and Chappell Surveying, Inc. 2021

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## 2.2 Offsite Billboard Removal

The project includes removal of three existing billboards. The locations and existing setting are summarized below (see also Figure 3).

1. Grant Line Road (APN 134-0181-029-0000) – This dual-faced billboard structure, shown in Figure 3, is located near Grant Line Road approximately 0.5 miles east of its interchange with SR 99. The billboard is located within a greenway adjacent to the railroad tracks. The site is surrounded by light industrial uses and does not consist of existing nighttime lighting.
2. SR 99/East Stockton Boulevard (APNs 134-0670-031 & 134-0670-032) – This single-faced billboard structure is visible from SR 99 and is located on a parcel along East Stockton Boulevard south of its intersection with Elk Grove Florin Road, shown in Figure 3. Construction on the site is in progress for a future personal storage facility. The sign face has a display area of 12' x 40'. The site is bordered to the north and east by residential uses, to the south by commercial uses and a church, and to the west by East Stockton Boulevard. Nighttime lighting in the area consists of light poles along East Stockton Boulevard.
3. SR 99/East Stockton Boulevard (APN 134-0620-022-0000) – This single-faced billboard structure is visible from SR 99 and is located on a large undeveloped parcel along East Stockton Boulevard between Union Park Way and Elkmont Way, shown in Figure 3. This parcel is currently undeveloped. The sign face has a display area of 12' x 40'. The site is bordered by commercial uses to the north, light industrial uses and a church to the east and south, and East Stockton Boulevard to the west. Nighttime lighting in the area consists of light poles along East Stockton Boulevard.

## 2.3 Construction

Construction of the proposed project is anticipated to occur in the second quarter of 2023 (March to April), if the project is approved. Active construction of the new billboard is anticipated to take approximately 10 days, and demolition of the existing billboards is anticipated to take up to 5 days. If existing billboard demolition and proposed billboard construction do not occur concurrently, active construction and demolition activities could last up to 15 days total. No off-site construction staging or off-site improvements would be involved for construction of the billboard. The removal of the existing offsite billboards is addressed below.

Construction of the new billboard would involve the following primary activities: excavating a foundation hole for the billboard pole structure (anticipated to be 22 feet 6 inches deep and approximately 5 feet wide), placement of the billboard pole (with use of a crane) within the foundation hole (including concrete pouring), and billboard construction. No soils would need to be imported for construction of the new billboard. Excavation activities for the new pole structure would require one day to complete and a minimal amount of excavated soil would be exported from the site, if needed. Billboard construction activities would require use of a crane, boring/drill rig, pick-up trucks, tractor/loader, and a flatbed truck trailer.

Billboard removal would be completed at grade to a depth of typically 2 feet. Following removal, the ground would be returned to like or the same as the existing condition. The removal locations primarily consist of dirt and grass, so the removal areas will be back filled with soil and stamped for compaction. Billboard removal activities would also require use of a crane, two pick-up trucks, a flatbed truck trailer, and water tanks where there is dry grass. Additional construction details are provided in Section 3.3 of this Initial Study.

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Grant Line Road (APN 134-0181-029-0000) - West Face



Grant Line Road (APN 134-0181-029-0000) - East Face



10261 East Stockton Boulevard (APNs 134-0670-031 & 134-0670-032)



10385 East Stockton Boulevard (APN 134-0620-022-0000)



FIGURE 3

Existing Billboard Removal Locations  
Outfront Media Billboard Relocation Project IS/MND

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Temporary closure of the sidewalk along a portion of East Stockton Boulevard may be required during construction. The closure would be generally limited to the area immediately in front of the project site and would be conducted in coordination with the City.

Excavation activities to remove the three existing off-site billboards is anticipated to require one day each to complete; however, demolition is conservatively assumed to require up to 5 days total for the purpose of this analysis. Removal of the billboards would occur either concurrent with, or in short succession after construction of the digital billboard per the Relocation Agreement. The billboard structures would be disposed of following removal. Following billboard removal, the excavated area would be backfilled and the ground would be leveled and returned to its original condition. The removal locations are in areas where the surrounding site is compacted dirt, so each billboard removal site would be back filled and stamped for compaction.

Per the Relocation Agreement, removal of the existing billboards must commence within 15 days of completion of the new digital billboard. Demolition associated with the existing billboards would be confined to each site and would not require the import or export of soil. Once the billboards are removed, the sites would be re-paved.

## 2.4 Operation

The digital billboard would be installed pursuant to a Relocation Agreement with the City, Cosumnes CSD, and Outfront Media (Applicant) (see Figures 4a and 4b). The proposed project is also required to receive an Outdoor Advertising Display Permit from the California Department of Transportation (Caltrans) due to its location adjacent to a Caltrans facility (SR 99). The proposed display location has been preliminarily identified by Caltrans as conforming to the requirements of the Outdoor Advertising Act following pre-permit correspondence with the project Applicant.

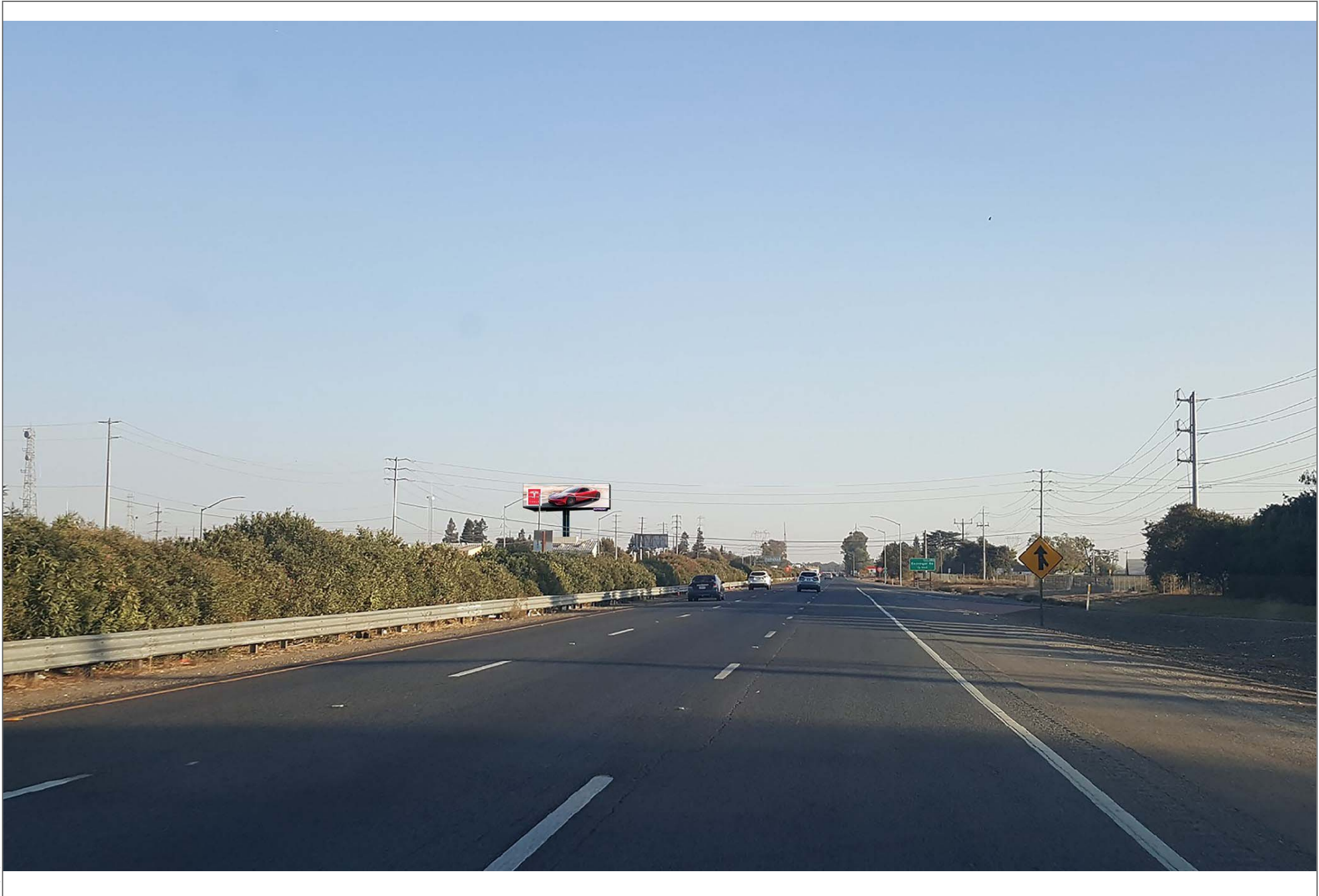
### **Sign Programming and Lighting**

Programming of the digital billboard would primarily consist of off-site advertising, but would also include Public Service Announcements from both the City of Elk Grove and Consumnes CSD. Sign programming and advertisements would be selected in compliance with the requirements of the Relocation Agreement. The project would employ a photosensitive receptor system that would adjust the light in response to ambient lighting conditions at different times during the day. Per the Outdoor Advertising Association of America (OAAA) and as described in the Relocation Agreement, the photosensitive receptor system would ensure that the digital displays would not increase the ambient lighting by more than 0.3-foot candles at 250 feet in distance from the site consistent with Outdoor Advertising Act (Bus. & Prof. Code, § 5200 *et seq.*).

### **Energy Use**

Operation of the proposed project would require additional electricity. As such, the project would connect to existing energy infrastructure and increase the energy use at the project site relative to existing conditions. Estimated electricity consumption associated with the proposed billboard provided by the project Applicant would be approximately 40,000 kilowatt hours (kWh) per year.

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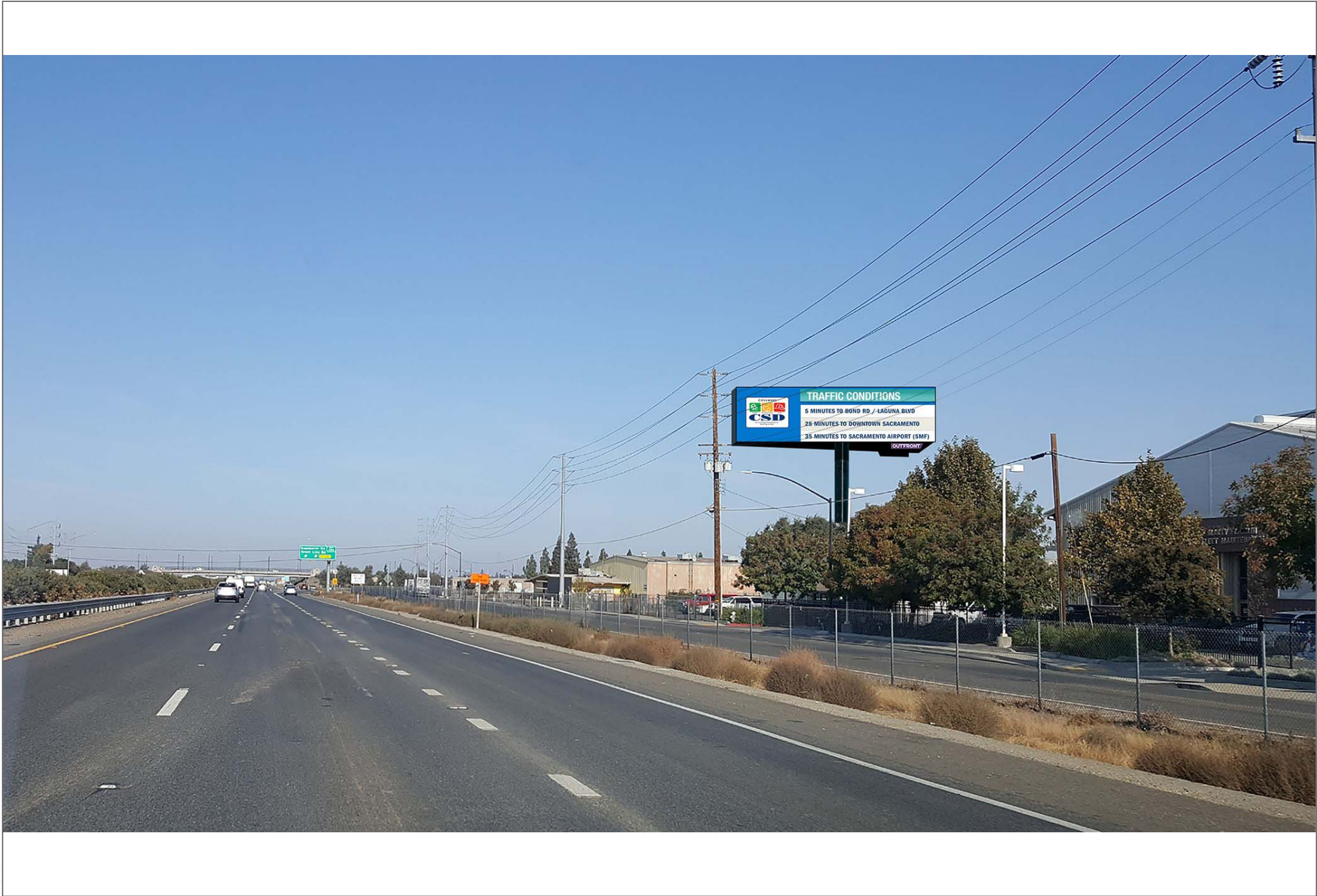


SOURCE: Outfront Media 2021

**DUDEK**

**FIGURE 4a**  
Project Rendering - North Face Perspective as Viewed from Southbound Highway 99  
Outfront Media Billboard Relocation Project IS/MND

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SOURCE: Outfront Media 2021

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### Site Maintenance

Semi-annual maintenance would be required for the digital sign faces to pressure wash the sign faces and conduct any repairs as needed. Billboard maintenance is anticipated to require one truck and one crane every six months, generating approximately eight trips each year during project operation. Other than these maintenance visits, site visits (e.g., vehicle trips) would only occur if the sign were to have an issue or malfunction requiring repair. Additionally, LED bulbs for the signage are expected to require replacement approximately once every 10 years. (Note that LED bulbs are expected to become more efficient over time, so each replacement would likely result in decreased energy usage, and the frequency of replacements may decrease over time.) When the old bulbs and lamps are removed, they would be transported to a solid waste facility that is approved to safely handle disposal of electronic waste consistent with state and local requirements.

## 2.5 Proposed Amendments to Elk Grove Municipal Code Chapters 23.42 and 23.62

The project includes the proposed amendments to Elk Grove Municipal Code Chapters 23.42 and 23.62, which are subject to City Council approval. Proposed new text is noted in underline.

### Chapter 23.42 OVERLAY/COMBINING DISTRICTS

#### 23.42.080 Business center district sign overlay zone (BCS).

...

E. Relationship to Billboard Policy. Notwithstanding any other provisions of this title, the business center district sign overlay zone (BCS) allows for the identification of establishments located on properties that are within the business center district on common sign structures. This allowance shall not be considered a violation of the City's billboard policy as provided in EGMC Chapter 23.47 (billboard policy). The BCS Overlay Zone does not apply to Billboard Relocations, which are subject to EGMC Chapter 23.62.

### CHAPTER 23.62 SIGNS ON PRIVATE PROPERTY

#### 23.62.050 Basic policies for sign regulation

[. . .]

F. Billboard Policy. Except as provided in EGMC Section 23.42.080 (Business center district sign overlay zone (BCS)), new billboards, as defined herein, are prohibited. Except as provided in EGMC Section 23.42.080, the City completely prohibits the construction, erection or use of any billboards, other than those which legally exist in the City, or which has been approved by the City Council, or for which a valid permit has been issued and has not expired, as of the date on which this provision is first adopted. No permit shall be issued for any billboard which violates this policy, and the City will take immediate enforcement or abatement action against any billboard constructed or maintained in violation of this policy. In adopting this provision, the City Council affirmatively declares that it would have adopted this billboard policy even if it were the only provision in this division. The City Council intends for this billboard policy to be severable and separately enforceable even if other provision(s) of this division may be declared, by a court of competent jurisdiction, to be unconstitutional, invalid or unenforceable. Notwithstanding the

preceding prohibition nothing in this Chapter prohibits the relocation of existing billboards pursuant to Section 23.62.180.

### **23.62.100 Prohibited signs.**

The signs listed in this section are inconsistent with the purposes and standards of this chapter as described below and as such are prohibited in all zoning districts, unless specifically authorized by another provision of this chapter. For examples for prohibited signs, see Figure 26.62-2.

[. . .]

E. Electronic readerboard signs other than time/temperature signs. However, the City Council may consider electronic readerboard signs on a case-by-case basis as part of a specific plan or special planning area application or amendment thereto. Electronic readerboard signs, if allowed by the City Council, will be limited to on-site commercial messages only and will not be permitted within three thousand five hundred (3,500) feet of each other. This provision does not prohibit the construction of new electronic readerboard billboards, including those with off-site commercial messages, where such billboards are authorized pursuant to Section 23.62.180;

### **23.62.110 Standards for special category signs.**

[. . .]

E. **Readerboard Signs.** Readerboard signs are subject to:

1. Readerboards with manually changeable copy are allowed on parcels where the primary use is human assembly with the presentation of changing programs, such as theaters, museums, music concert facilities, churches, etc. The total area for these signs shall be included in maximum allowed sign area as listed in Table 23.62-2.

2. Electronic readerboard signs are permitted subject to the requirements of Section 23.62.100(E) and the requirements of Section 23.62.180, as applicable.

### **23.62.130 Permitted signs by type and development characteristics.**

Signs permitted within the City are regulated by sign and corresponding development type and/or zoning district. The standards for their development are described in Table 23.62-2 below. Zoning clearance (administrative plan check) is required to determine compliance with applicable provisions of this chapter. Only those signs that may be permitted are listed. The goal of these standards is to regulate permanent signs that have a commercial message so that they comply with the purpose of this chapter, as established in EGMC Section 23.62.010, Purpose and applicability. Noncommercial signs and signs that are exempt from these standards are described in EGMC Section 23.62.090, Exempt signs. Temporary signs are listed in EGMC Section 23.62.140, Temporary and special event signs. New billboards authorized pursuant to an agreement to relocate existing billboards are governed by Section 23.62.180. The following general standards apply to permanent signs regulated in this section:

[...]

**23.62.180. Relocated Billboards.**

4. The requirements of this Section 23.62.180 shall apply to any project involving the relocation of a billboard in existence on the effective date of the ordinance codified herein. Such relocated billboards shall only be installed, constructed, or relocated in Commercial, Office, or Industrial zoning districts as defined by Title 23 of the Code.
5. The installation or construction of a relocated billboard pursuant to this Section may only occur after City Council approval of a relocation agreement among the billboard operator, relevant property owner(s), and the City, and City approval of a sign permit for the billboard (see Sections 23.62.070(A) and 23.16.020).
6. All agreements governing the relocation of billboards shall include requirements that applicants adhere to all applicable federal and state laws. Nothing contained in this Chapter shall require the City approve a relocation agreement on terms that are unacceptable to the City Council, including those agreements that do not comply with federal or state law.
7. In the event of any conflict between any provision contained in an agreement subject to this Section 23.62.180 and any other provisions contained elsewhere in this Chapter 23.62, the provisions of the applicable relocation agreement shall govern.

## 2.6 Required Permits and Approvals

As noted above, the City of Elk Grove Is the lead agency under CEQA. Consumnes CSD and Caltrans are responsible agencies with responsibility to approve or carry out a project per CEQA section 15096 and Public Resources Code section 21069. The following discretionary approvals would be required prior to implementing the proposed project:

### **City of Elk Grove**

- Relocation Agreement
- Municipal Code Text Amendment
- Sign Permit
- Demolition Permit

### **Consumnes CSD**

- Lease for use of Project Site
- Site Plan Approval

### **California Department of Transportation (Caltrans)**

- Permit to place and operate the new billboard

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# 3 Initial Study Checklist

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**1. Project title:**

Outfront Media Billboard Relocation Project

**2. Lead agency name and address:**

City of Elk Grove  
Development Services Department, Planning  
8401 Laguna Palms Way  
Elk Grove, California 95758

**3. Contact person and phone number:**

Antonio Ablog, AICP  
Development Services Planning Manager  
City of Elk Grove  
8401 Laguna Palms Way,  
Elk Grove, CA 95758  
916.627.3335

**4. Project location:**

10551 East Stockton Boulevard  
Elk Grove, California 95624

**5. Project sponsor's name and address:**

Kevin Johnson  
Real Estate Representative  
Outfront Media  
8174 Berry Ave, Sacramento CA 95828  
916.596.0915

**6. General plan designation:**

HI – Heavy Industrial

**7. Zoning:**

HI – Heavy Industrial, Business Center District Sign (BCS) Overlay Zone

**8. Description of project. (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):**

Refer to Chapter 2.0 of this IS.

**9. Surrounding land uses and setting (Briefly describe the project’s surroundings):**

Refer to Section 1.4 of this IS.

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

Caltrans; Consumnes CSD.

**11. 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.?**

*Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission’s Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.*

Refer to Section 3.18 of this Initial Study for details.

**Environmental Factors Potentially Affected**

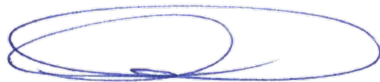
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact,” but can be adequately mitigated as indicated by the checklist on the following pages.

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

**Determination (To be completed by the Lead Agency)**

On the basis of this initial evaluation:

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



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Signature

October 18, 2022

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Date

### 3.1 Aesthetics

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS – Except as provided in Public Resources Code Section 21099, would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) Would the project have a substantial adverse effect on a scenic vista?**

**Less than Significant.** There are no officially designated scenic vistas in the City as described in the City of Elk Grove General Plan Update Environmental Impact Report (EIR) (City of Elk Grove 2018). Scenic roadway corridors are designated under the California Scenic Highway Program to preserve the aesthetic value of lands adjacent to and visible from highways. There are currently no designated scenic corridors within or visible from the project site. There are three sections of classified landscaped freeway in the City, which is separate from the scenic corridor designation, and identifies sections of freeway with plantings that meet the criteria of the State’s Outdoor Advertising Act and Regulations, Sections 2500–2513; however, there are no classified landscaped freeways within the project area. Other scenic resources in the City include natural reserves and parks and open space; the nearest park is the Emerald Lakes Golf Course, located approximately 500 feet to the south of the site. The proposed digital billboard would be visible from SR 99 and East Stockton Boulevard and would not be observed from any notable public viewing locations.

As such, implementation of the proposed project would not have the potential to adversely affect any scenic vistas that are currently available in and around the project site. This impact would be less than significant.



- b) ***Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?***

**No Impact.** The nearest officially designated State Scenic Highway is a portion of SR 160 extending south from Sacramento to Antioch (Caltrans 2021). The portion of SR 160 that is officially designated as a State Scenic Highway is located approximately 9.0 miles west of the proposed project area. Due to this distance, the proposed project site is not within the viewshed of this State Scenic Highway. Therefore, no impact on scenic resources within a state scenic highway would occur as a result of the proposed project.

- c) ***In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?***

**Less than Significant.** The proposed project site is in a developed and urbanized area along East Stockton Boulevard in an industrial area in the City. The project site is developed and consists of an existing building and paved parking areas surrounded by a chain link fence. The project vicinity consists of light manufacturing, storage, and industrial uses and the Consumnes CSD Fire Department headquarters on the east side of SR 99. The Emerald Lakes Golf Course is located to the south of the Consumnes CSD Fire Department Headquarters. There are several trees and scattered vegetation that line portions of the northern boundary of the site, but the trees are set back from the proposed billboard location and would not be obscured or removed to accommodate project installation. Overhead power poles and light poles are present along East Stockton Boulevard. Buildings located in surrounding parcels are generally one to two stories, except for the Consumnes CSD Fire Department Headquarters building which is approximately 40 feet in height. The west side of SR 99 is within unincorporated Sacramento County, and consists of a construction field office, winery, and agricultural lands used for growing grapes.

The City regulates signage on private property under Chapter 23.62 of the City's Municipal Code. Lighting standards for signs on private property are set forth under Section 23.56.030. Existing billboards are located along major roadways such as SR 99, East Stockton Boulevard, and Grant Line Road, three of which would be removed as part of this project.

While the project site and vicinity are not designated by the City as scenic, the project could cause a potentially significant change in the conditions, as shown in the visual simulations (Figures 3a and 3b). The proposed billboard, consisting of a standalone pole structure of up to 80 feet in height with the top of the display up to 68 feet in height, would dominate the visual characteristics of the area including the adjacent buildings. However, if approved, the proposed project would comply with the light and glare limits set forth by the criteria mandated by EGMC Chapter 23.56 (Lighting) and 23.62 (Signs of Private Property). The project would also be developed and operated in accordance with the Relocation Agreement between the City and Applicant, which requires compliance with the Caltrans Outdoor Advertising Act. The City does not include any other regulations governing scenic quality. As described further in Section 3.1(d) below, the new billboard structure and would be designed with strict illumination standards and requirements to curb excessive brightness and light trespass, in compliance with the Outdoor Advertising Association of America (OAAA) and Caltrans Outdoor Advertising and as described in the Relocation Agreement (Appendix A). As previously described, as a condition of approval of the project, the Applicant must obtain an Outdoor

Advertising Permit from Caltrans prior to the start of construction. The project would therefore be required to comply with the Caltrans Outdoor Advertising Permit requirements (Caltrans 2022).

In consideration of the above, the proposed project would be in compliance with applicable zoning and other regulations governing scenic quality, including the Caltrans Outdoor Advertising Permit requirements. Impacts would be less than significant.

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

**Less Than Significant.** The existing lighting conditions along East Stockton Boulevard include street lights and lighting associated with existing buildings. Additional lighting or lighting in new locations along East Stockton Boulevard and SR 99 could result in potential effects if new sources of light are excessively bright and/or introduce light trespass affecting light-sensitive receptors such that daytime or nighttime views would become adversely affected. Light trespass is measured in terms of illuminance in a unit of measurement called a “foot candle,” which is the illuminance on a one-square-foot surface coming from a uniform source of light. Light-sensitive receptors are generally considered to be residential properties, and also may include hotel, hospital, or nursing home uses, where excessive light at night may impact the use of the property. The intensity of a light source is measured in a unit of measurement called a “candela,” which represents how much light is produced by the source rather than the illuminance of outside surfaces. The nearest sensitive receptors to the new billboard site are single-family residences located approximately one mile to the northwest of the site.

The billboard is illuminated by LEDs and would be on 24 hours, 7 days a week. Programming for the billboard would occur in accordance with the terms of the Relocation Agreement. Programming and advertisements are anticipated to include off premise advertisement featuring many local advertisers and well as some national advertisements. Public Service Announcements from both the Consumnes CSD and City of Elk Grove would be posted in the rotation of advertisements.

The new billboard structure would be designed pursuant to strict illumination standards and requirements to curb excessive brightness and light trespass, in compliance with the OAAA and as described in the Relocation Agreement (Appendix A). Per The OAAA standards, the digital displays cannot increase the ambient lighting by more than 0.3 foot candles at a distance of 250 feet from the site. Lighting standards for signage in the City set forth in Chapter 23.56 of the City’s Municipal Code do not provide quantitative luminance standards. As stated in section 23.56.030 of the Municipal Code, the artificial illumination of signs, both from an internal or external source, shall be designed to eliminate negative impacts on surrounding rights-of-way and properties, and shall comply with EGMC Chapter 23.62, Signs on Private Property. The illumination would also be designed to comply with Caltrans uniformly applied lighting standards for outdoor advertising, which require that the proposed sign should not “simulate or be confused as traffic control devices, have such illumination or brilliance in their positioning that travelers on adjacent lanes or highways may be impaired, or use red, blinking or intermittent lights likely to be mistaken for a warning or danger signal”. These standards are incorporated in the Relocation Agreement, and would also be included in the Caltrans Outdoor Advertising Permit. The proposed highway sign with electronic reader board will comply with light standards set forth by Caltrans or the City.

The project, as designed, would employ a photosensitive receptor system that would adjust the light in response to ambient lighting conditions. The photosensitive receptor system would ensure that billboard lighting conditions would not cause a new source of substantial light and glare, particularly for sensitive receptors. The project would also be constructed and operated in compliance with applicable state and local uniformly applied development standards and guidelines pertaining to lighting, including the California Green Building Standards Code, the California Vehicle Code, the Illuminating Engineering Society of North America recommendations, and City regulations. As such, while the proposed project would introduce a new source of light that could impact nighttime views in the area, the photosensitive receptor system and the project’s compliance with the foregoing standard lighting regulations and the Relocation Agreement would ensure that the proposed project is in conformance with adopted state and City lighting regulations and would also protect drivers and pedestrians from adverse effects related to the light-emitting technologies used for the billboard. Further, the digital billboard is proposed in an industrial area and is not in proximity to sensitive receptors or populated uses that would have nighttime views of the site.

Because the billboard would be designed in accordance with these light and glare provisions, it would not have a substantial adverse effect relative to light and glare. As such, impacts related to light and glare would be less than significant.

**Mitigation Measures**

No mitigation measures are required.

### 3.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>II. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</b>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

**No Impact.** The project site and surrounding areas are characterized by features typical of an urban landscape. As shown on the Sacramento County Important Farmland map, the project site and the offsite billboard removal locations are designated as Urban and Built Up Land and do not include any sites mapped by the California Department of Conservation’s Farmland Mapping and Monitoring Program as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (FMMP 2018). Implementation of the proposed project would not involve changes that could result in conversion of farmland to non-agricultural use, as no agricultural uses or farmland exist on the project site or in proximity to the project site. Furthermore, the digital billboard would be located on property that is fully paved and developed with a one-story building. Therefore, the proposed project would not convert Farmland to non-agricultural uses, and no impact would occur as a result of the proposed project.

b) **Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?**

**No Impact.** The proposed digital billboard nor the offsite billboard removal locations would not be located on property used for agricultural uses or property under a Williamson Act contract. Implementation of the proposed project would not conflict with existing zoning for agricultural use, as none exist in the area, nor would it conflict with a Williamson Act contract, as none exist in the area. No impact to Williamson Act contract lands or land zoned for agricultural uses would occur as a result of the proposed project.

**c,d,e) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**

*Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

*Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

**No Impact.** The project site is located within an urbanized area and does not include any timberland or forest land uses. No forest land, timberland, or Timberland Production areas are located within or adjacent to the project site. Therefore, the proposed project would not conflict with existing zoning for forest land, timberland, or Timberland Production areas, or result in the loss or conversion of forest lands or farmland to non-forest/farmland uses, as none exist. No impact to loss of forest land, timberland, or farmland would occur as a result of the proposed project.

**Mitigation Measures**

No mitigation measures are required.

### 3.3 Air Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) ***Would the project conflict with or obstruct implementation of the applicable air quality plan?***

**Less Than Significant.** The project site is located within the Sacramento Valley Air Basin (SVAB) and is within the jurisdictional boundaries of the Sacramento Metropolitan Air Quality Management District (SMAQMD). The SMAQMD administers air quality regulations pertaining to criteria pollutants such as PM<sub>10</sub>, Carbon Monoxide, and Ozone, as well as guidance for analyzing air quality impacts under CEQA in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2021).

The Sacramento *Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan (2013 SIP Revisions)* (SMAQMD 2013) addresses attainment of the federal 8-hour ozone standard, while the *2015 Triennial Report and Air Quality Plan Revision* (SMAQMD 2015) addresses attainment of the California 1-hour and 8-hour ozone standards. These are the latest plans issued by the SMAQMD, and they incorporate land use assumptions and travel demand modeling provided by the Sacramento Area Council of Governments (SACOG). The purpose of a consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus if it would interfere with the region's ability to comply with federal and state air quality standards. In general, projects are considered consistent with, and would not conflict with or obstruct implementation of the air quality plan if the growth in socioeconomic factors is consistent with the underlying regional plans used to develop the air quality management plan.

As discussed in Section 3.11 of this Initial Study, the proposed project would be consistent with the City's General Plan and zoning designation associated with the project site. The removal of three offsite billboards would not introduce new uses that may obstruct implementation of an Air Quality Attainment Plan. Additionally, as the project does not include new commercial space or residences, no increase to population, housing, or permanent employment are anticipated as part of the project (see Section 3.14). Semi-annual (once every six months) maintenance of the proposed billboard would require one crane and one truck per visit, which would generate minimal emissions. Billboard maintenance is therefore not anticipated to conflict with implementation of applicable air quality plans. As such, the project would be consistent with the underlying regional plans and growth projections used to develop the SMAQMD air quality management plans described above and would be considered consistent with and would not conflict with or obstruct implementation of an air quality plan. This impact would be less than significant.

b) ***Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?***

**Less Than Significant.** Construction of the proposed project would result in a temporary addition of pollutants to the local air shed caused by soil disturbance, fugitive dust emissions, and combustion pollutants from on-site construction equipment, off-site trucks hauling demolition debris and excavated earth materials, and construction workers traveling to and from the site. Construction emissions can vary substantially from day to day depending on the level of activity and the specific type of operation, and, for dust, the prevailing weather conditions. Therefore, an increment of day-to-day variability exists. For purposes of estimating project emissions, it is assumed that all phases of construction activity would occur continuously. Predicted construction emissions for the worst-case day are presented in Table 3.3-2, below, and compared to the SMAQMD thresholds.

The significance criteria used to evaluate the proposed project's impacts are based on Appendix G of the CEQA Guidelines, the SMAQMD thresholds, the thresholds adopted by the City in its Climate Action Plan, and professional judgment. A significant impact related to air quality would occur if the project would:

- result in short-term (construction) emissions of NO<sub>x</sub> above 85 pounds per day, or PM<sub>10</sub> above 80 pounds per day or PM<sub>2.5</sub> above 82 pounds per day with all feasible best available control technology (BACT) or best management practices (BMPs) implemented;
- result in long-term (operational) emissions of NO<sub>x</sub> or ROG above 65 pounds per day, or PM<sub>10</sub> above 80 pounds per day or PM<sub>2.5</sub> above 82 pounds per day with all feasible best available control technology (BACT) or best management practices (BMPs) implemented;
- result in CO concentrations that exceed the 1-hour state ambient air quality standard (i.e., 20.0 ppm) or the 8-hour state ambient standard (i.e., 9.0 ppm); or
- create a lifetime cancer risk from TAC exposures exceeding 10 in 1 million for stationary sources, or substantially increase the lifetime cancer risk as a result of increased exposure to TACs from mobile sources.

A detailed depiction of the construction schedule—including information regarding phasing, equipment used during each phase, haul trucks, vendor trucks, and worker vehicles—is contained in the CalEEMod outputs, provided in Appendix B.

Emissions from the construction phase of the proposed project were estimated using CalEEMod default values, unless project-specific information was available. To conservatively estimate project emissions, construction was modeled beginning in Fall 2022 lasting approximately 10 days (which assumes demolition of the existing billboards and construction of the new billboard would overlap; construction could take up to 15 days if there is no overlap in activities). In practice, construction may begin at a later date. However, using an earlier start date for construction represents more conservative/worst-case scenario construction impacts, because standards for in-use off-road equipment and heavy-duty trucks become more stringent over time. As such, a later start date would result in similar or slightly reduced emissions relative to those that are shown herein for a conceptual Fall 2022 start date.

Construction modeling assumptions for equipment and vehicles are provided in Table 3.3-1. The equipment mix and construction schedule (dates are placeholders) were provided by the project Applicant, and CalEEMod defaults were used for equipment horsepower and load factor. The site would require minimal excavation associated with the billboard's pole and foundation. For the analysis, it was generally assumed that heavy-duty construction equipment would be operating at the site 5 days per week.

**Table 3.3-1. Construction Scenario Assumptions**

Construction Phase	Start Date	Finish Date	One-Way Vehicle Trips			Equipment		
			Average Daily Workers	Average Daily Vendor Trucks	Total Haul Trucks	Type	Quantity	Daily Usage Hours
Billboard Demolition	9/01/2022	9/5/2022	8	2	6	Concrete/ Industrial Saws	1	8
						Cranes	1	4
						Tractors/ Loaders/ Backhoes	1	6
Billboard Construction	9/01/2022	9/10/2022	10	10	12	Bore/ Drill Rigs	1	4
						Cranes	2	4
						Tractors/ Loaders/ Backhoes	1	7

Source: Appendix B.

Emissions generated during construction (and operation) of the proposed project are subject to the rules and regulations of the SMAQMD. All construction projects in the SMAQMD jurisdiction are required to implement SMAQMD’s Best Available Control Technologies (BACT) and best management practices (BMPs) in order to reduce fugitive dust emissions (SMAQMD 2021).

Table 3.3-2 shows the estimated maximum daily construction emissions associated with the construction phase of the proposed project.

**Table 3.3-2. Estimated Maximum Daily Construction Emissions**

Year	NO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
	Pounds per Day		
2022 (Construction Only)	14.37	0.90	0.65
<i>Pollutant Threshold</i>	85	80	82
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: See Appendix B for detailed results.

NO<sub>x</sub> = oxides of nitrogen; PM<sub>10</sub> = coarse particulate matter; PM<sub>2.5</sub> = fine particulate matter

Notes: The values shown are the maximum summer or winter daily emissions results from CalEEMod

As shown in Table 3.3-2, daily construction emissions are significantly below the SMAQMD significance thresholds for oxides of nitrogen (NO<sub>x</sub>), coarse particulate matter (PM<sub>10</sub>), or fine particulate matter (PM<sub>2.5</sub>) during construction. Therefore, construction impacts of the proposed project would be less than significant and no mitigation measures are required.

Once construction associated with the billboard are completed, operational activities associated with the proposed project (e.g., routine maintenance vehicle trips) would be required. Vehicle trips associated with maintenance activities would be minimal and would require one truck and one crane one a semi-annual



basis (once per six months). Billboard maintenance would therefore generate approximately eight trips per year (an average of 0.6 monthly trips) and would not generate daily vehicle-exhaust emissions that could exceed the SMAQMD significance thresholds. Because operational emissions for the proposed project would be considered negligible, operational emissions were not modeled using CalEEMod. Operational emissions would be considered to be less than significant for the purposes of CEQA.

Cumulative localized impacts would potentially occur if a project were to occur concurrently with another off-site project. Schedules for potential future projects near the project area are currently unknown; therefore, potential impacts associated with two or more simultaneous projects would be considered speculative. However, future projects would be subject to CEQA and would require air quality analysis and, where necessary, mitigation. Criteria air pollutant emissions associated with construction activity of future projects would be reduced through implementation of control measures required by the SMAQMD. Cumulative PM<sub>10</sub> and PM<sub>2.5</sub> emissions would be reduced because all future projects would be required to implement SMAQMD's BMPs and BACT, which sets forth general and specific requirements for all sites in the reducing fugitive dust emissions.

Therefore, the proposed project would not result in a cumulatively considerable increase in emissions of nonattainment pollutants, and impacts would be less than significant during construction and operation.

#### **Health Impacts of Criteria Air Pollutants**

Construction and operational emissions of the project would not exceed the SMAQMD thresholds for any criteria air pollutants, including ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>.

Health effects associated with ozone include respiratory symptoms, worsening of lung disease leading to premature death, and damage to lung tissue (CARB 2019). ROG and NO<sub>x</sub> are precursors to O<sub>3</sub>, for which the SVAB is designated as nonattainment with respect to the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS). Due to the lack of quantitative methods to assess this complex photochemistry, the holistic effect of a single project's emissions of ozone precursors is speculative. However, because the project would not exceed the SMAQMD thresholds for ROG or NO<sub>x</sub>, the project would not contribute to health effects associated with ozone.

Health effects associated with PM<sub>10</sub> include premature death and hospitalization, primarily for worsening of respiratory disease (CARB 2019). As indicated by Table 3.3-2, construction of the project would not exceed thresholds for PM<sub>10</sub> or PM<sub>2.5</sub>, would not contribute to exceedances of the NAAQS and CAAQS for particulate matter, and would not obstruct the SVAB from coming into attainment for these pollutants. Therefore, the proposed project is not anticipated to result in health effects associated with PM<sub>10</sub> or PM<sub>2.5</sub>.

In summary, construction and operation of the proposed project would not result in exceedances of the SMAQMD significance thresholds for criteria pollutants, and potential health effects associated with criteria air pollutants would be less than significant.

**c) *Would the project expose sensitive receptors to substantial pollutant concentrations?***

**Less Than Significant.** Air quality varies as a direct function of the amount of pollutants emitted into the atmosphere, the size and topography of the air basin, and the prevailing meteorological conditions. Air quality problems arise when the rate of pollutant emissions exceeds the rate of dispersion. People most

likely to be affected by air pollution include children, older adults, athletes, and people with cardiovascular and chronic respiratory diseases. Sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes.

### **Toxic Air Contaminants**

Toxic air contaminants (TACs) are defined as substances that may cause or contribute to an increase in deaths or in serious illness, or that may pose a present or potential hazard to human health. The nearest sensitive receptors to the new billboard site are single-family residences located approximately 1.0 mile to the northwest of the site. The nearest sensitive receptors to each offsite billboard removal site are summarized below.

1. Grant Line Road (APN 134-0181-029-0000): Single-family residences located approximately 0.7 miles to the northeast.
2. SR 99/East Stockton Boulevard (APNs 134-0670-031 & 134-0670-032): Single-family residences located approximately 235 feet (0.04 miles) to the north.
3. SR 99/East Stockton Boulevard (APN 134-0620-022-0000): Single-family residences located approximately 0.3 miles to the north.

The greatest potential for TAC emissions during construction would be diesel particulate matter (DPM) emissions from heavy equipment operations and heavy-duty trucks during construction of the project and the associated potential health impacts to sensitive receptors. DPM has established cancer risk factors and relative exposure values for long-term chronic health hazard impacts; however, no short-term, acute relative exposure level has been established for DPM. Total project construction would last approximately up to 10 days, after which project-related TAC emissions would cease. According to the Office of Environmental Health Hazard Assessment, health risk assessments (which determine the exposure of sensitive receptors to toxic emissions) should be based on a 30-year exposure period for the maximally exposed individual receptor; however, such assessments should also be limited to the period/duration of activities associated with the project (OEHHA 2015). A 10-day construction schedule represents a short duration of exposure (0.09% of a 30-year exposure period) while cancer and chronic risk from DPM are typically associated with long-term exposure. Furthermore, no residual TAC emissions and corresponding cancer risk are anticipated after construction, and no long-term sources of TAC emissions are anticipated during operation of the project. Thus, the proposed project would not result in a long-term source of TAC emissions and impacts to sensitive receptors would be less than significant.

- d) ***Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?***

**Less Than Significant.** The occurrence and severity of potential odor impacts depends on numerous factors. The nature, frequency, and intensity of the source; the wind speeds and direction; and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying and cause distress among the public and generate citizen complaints.

Odors would potentially be generated from vehicles and equipment exhaust emissions during construction of the project. Potential odors produced during construction would result from concentrations of unburned hydrocarbons from tailpipes of construction equipment. Such odors would disperse rapidly from the project site and generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with odors and other emissions during construction would be less than significant.

**Mitigation Measures**

No mitigation measures are required.

### 3.4 Biological Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IV. BIOLOGICAL RESOURCES – Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- 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?*

**No Impact.** The proposed project site is currently developed and is located within a highly urbanized setting dominated by development with sparse ornamental landscaping. The offsite billboard removal locations are previously developed and do not consist of special status species. No native habitat is located on the project site, the adjacent properties, and in the local vicinity, so no special-status species, including listed or rare species, are expected to occur on site or within the immediate area. As such, no impact to special-status species is expected to occur.

- b,c) *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?*

*Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

**No Impact.** No riparian or other sensitive habitats are known to occur in the project area (City of Elk Grove 2019a). The project area does not contain any federally protected wetlands (USFWS 2022). Only ornamental vegetation and street trees are present within the project site, which do not constitute a sensitive natural community. As such, no impact to sensitive natural communities or protected wetlands would occur, as none exist in the project area.

- 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?*

**No Impact.** There are no wetlands or water bodies within the proposed project area. Therefore, the proposed project would have no potential to affect the movement of migratory fish. The project would not interfere with any native resident or migratory wildlife species, as it is located in a developed area that does not currently provide wildlife habitat and is surrounded by roads and a highway. No operational or construction impacts to nesting birds are anticipated to occur. There are street trees surrounding the project site, but construction of the project would not result in the removal of any trees. Each of the offsite billboards are located on

vacant parcels with grassy vegetation, and do not include established wildlife corridors. Therefore, there would be no impacts to any native resident or native wildlife nursery sites.

e) **Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

**No Impact.** The City’s Municipal Code provides regulations governing the treatment of street trees and trees on other public lands. Removal of the three existing offsite billboards and installation of a digital billboard would not result in the removal or relocation of existing trees. Street trees and trees on public property are protected under Chapter 19.12 of the City’s Municipal Code. The proposed project would not conflict with local policies protecting biological resources, and no impact would occur as a result of the proposed project.

f) **Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

**No Impact.** The City’s General Plan does not designate any areas of the City as being within a habitat conservation plan (City of Elk Grove 2021). Furthermore, the City is not within any of the regional conservation plans designated by the state (CDFW 2019). Therefore, implementation of the proposed project would not conflict with the provisions of an adopted habitat conservation plan; natural community conservation plan; or other approved local, regional, or state habitat plan, as none apply to the project site. No impacts would occur as a result of the proposed project.

**Mitigation Measures**

No mitigation measures are required.

### 3.5 Cultural Resources

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

a) *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*

**No Impact.** The project site is developed and is not known to have any historical significance or significant characteristics as defined by the criteria in CEQA Section 15064.5. Installation of the billboard adjacent to existing buildings would not adversely affect the historical significance of the area. Specifically, because the existing building at 10551 East Stockton Boulevard is not listed in the California Register of Historic Resources (CRHR), is not located in the Elk Grove Historic District, and is not considered by the City to be eligible for designation as a historical resource at the federal, state, or local levels (California Department of Parks and Recreation 2022). Further, the removal of three existing offsite billboards and would not impact any existing buildings or potentially historic structures. As such, the proposed project would have no direct or indirect impacts on historical resources.

b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

**Less Than Significant With Mitigation.** A records search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for a nearby site at 10547 East Stockton Boulevard (adjacent to the project site for the new digital billboard), which provide a qualitative representation of soil content in the area (Appendix C). The results were negative for site-specific cultural resources in the area. While the absence of specific cultural resources does not indicate the absence of cultural resources in any project area, the built out-nature of the project area indicates that discovery of archaeological resources is not anticipated to occur. There are no historic-era buildings in the vicinity of the project site. and there are no known archaeological resources on the project site or in the vicinity of the project site. The topic of tribal cultural resources is addressed in Section 3.18 of this Initial Study.

The proposed project would involve a minimal area of ground disturbance to remove the existing three offsite billboards and install the new digital billboard (which would disturb a 3.5-foot diameter area), and the ground disturbance would occur on a lot that has already undergone grading and ground disturbance associated with the existing building onsite. Removal of the existing offsite billboards would require digging to the depth of the existing structures to remove the billboard foundations but would not require excavation beyond the depth disturbed for the foundations. Excavation to install the new billboard would occur to a maximum depth of 22.5 feet to provide connection to existing utilities and the foundation would consist of a 5-foot diameter drill hole. As such, it is anticipated that the area of proposed ground disturbance has already undergone substantial disturbance in the past, which reduces the likelihood that previously undiscovered archaeological resources would be discovered during construction of the proposed project. However, due to the anticipated depth of the pole foundation for the billboard (22.5 feet below grade), excavation would likely extend into previously undisturbed soils. Soils in the vicinity of the project consist of San Joaquin silty loam, a well to moderately-well draining soil formed in the alluvium from mixed, primarily granitic, parent material which forms primarily on undulating low terraces with level to nearly level slopes. Being alluvial in nature, this soil profile has moderate potential for the presence of buried resources. No water sources are present in the vicinity of the project, the nearest being Deer Creek, approximately 1.5 miles to the southeast. This setting suggests that soil conditions would allow for a low to moderate potential for buried resources to occur in the vicinity of the project, although this would be also dependent on level of previous ground disturbance.

Due to the absence of known archaeological resources on the project site or in the project area, the minimal amount of proposed ground disturbance, and the previously disturbed nature of the project site, the likelihood of encountering previously undiscovered, buried archaeological resources is low, and no discoveries are anticipated. However, there is always some potential for a previously undiscovered resource to be encountered during excavation. If resources were to be uncovered but not properly treated, they could be destroyed or damaged, resulting in a potentially significant impact. In order to avoid these potential impacts, **Mitigation Measure CUL-1**, described below, would be required in the unlikely event of an unanticipated archaeological find.

Compliance with applicable regulatory requirements and the associated condition of approval for the protection of significant archaeological resources would ensure that any unanticipated significant discoveries are protected to the extent required by law. Impacts from the proposed project would be less than significant.

**c) *Would the project disturb any human remains, including those interred outside of dedicated cemeteries?***

**Less Than Significant.** As discussed above, the proposed project would involve minimal ground-disturbing activities to remove three existing offsite billboards and install a new digital billboard. In the unlikely event that any human remains are discovered during construction, such resources would be treated in accordance with uniformly applied state and local regulations and guidelines for disclosure, recovery, relocation, and preservation, as appropriate, including State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, which provides guidance with regard to the accidental discovery of human remains. Construction work would be temporarily halted until the required evaluation of potential remains is complete. Therefore, compliance with these existing regulations would ensure that any impacts to human remains resulting from the proposed project would be less than significant.

**Mitigation Measures**

**Mitigation Measure CUL-1.** If archaeological cultural resources (sites, features, or artifacts) are exposed during construction activities, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist whose credentials satisfy all of the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find and determine whether additional study is warranted. Depending upon the significance of the find under CEQA (14 CCR 15064.5(f)), the archaeologist may record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan, additional testing, or data recovery may be warranted. Construction in the vicinity of the find(s) shall not resume until deemed appropriate by the archeologist. Additionally, if the encountered cultural resources are Native American in nature, the tribes who have requested consultation for the project shall be contacted and consulted with regarding appropriate treatment. If human remains are encountered, all procedures and protocols shall be followed in accordance with state and local regulations with regard to the accidental discovery of human remains, including California Health and Safety Code Section 7050.5, California Public Resources Code Section 5097.98, and CEQA Guidelines Section 15064.5(e).

### 3.6 Energy

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VI. Energy – Would the project:</b>				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) ***Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?***

**Less Than Significant.** The short-term construction and long-term operation of the proposed project would require the consumption of energy resources in several forms at the project site and within the project area. Construction and operational energy consumption for the proposed project is evaluated in detail below. Removal of the three existing offsite billboards would only require minimal electricity and fuel for construction equipment.

**Electricity**

***Construction Use***

Temporary electric power for as-necessary lighting and electronic equipment would be provided by the Sacramento Municipal Utility District (SMUD). The amount of electricity used during construction would be minimal, as demand would primarily stem from use of electrically powered hand tools. The electricity used for construction activities would be temporary and minimal; therefore, proposed project construction would not result in wasteful, inefficient, or unnecessary consumption of electricity. Impacts would be less than significant.

***Operational Use***

Project operation would require electricity for the new electronic digital billboard and ancillary electronic equipment and lighting. Based on information provided by the project Applicant, the proposed project is anticipated to require approximately 40,000 kilowatt-hours of electricity per year. The billboard would use LED lights and is required to be dimmable, which would reduce energy use. The billboard would also be operated in compliance with California Energy Code and CALGreen light trespass standards. Electricity is supplied to the project site by SMUD. The increase in electricity consumption that would be associated with the proposed project would be considered negligible relative to the electricity use in SMUD’s service area.



Therefore, electricity consumption of the proposed project would not be considered inefficient or wasteful, and impacts would be less than significant.

## **Natural Gas**

### ***Construction and Operational Use***

Natural gas is not anticipated to be required during construction or operation of the project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed under the subsection “Petroleum.” Any minor amounts of natural gas that may be consumed as a result of project construction would be temporary and negligible and would not have an adverse effect. The proposed project would not introduce any new uses to the project site that would require natural gas. Therefore, natural gas consumption during construction and operation would be negligible and would not result in wasteful, inefficient, or unnecessary consumption of natural gas and impacts would be less than significant.

## **Petroleum**

### ***Construction and Operational Use***

Petroleum would be consumed throughout construction. Fuel consumed by construction equipment would be the primary energy resource expended over the course of construction. Transportation of construction materials and construction workers would also result in petroleum consumption. Heavy-duty construction equipment, vendor trucks, and haul trucks would use diesel fuel. Construction workers would likely travel to and from the project area in gasoline-powered vehicles. Construction of the new billboard is expected to take up to 10 days, and demolition is anticipated to last up to 5 days for a total of 15 days of construction activities. Once construction activities cease, petroleum use from off-road equipment and transportation vehicles would end. Because of the short-term nature of construction and relatively small scale of the proposed project, the proposed project’s petroleum consumption would be negligible when compared to California’s daily total use of approximately 1.8 million barrels of petroleum. As such, construction would not result in wasteful, inefficient, or unnecessary consumption of petroleum, and impacts would be less than significant.

During operations, minimal fuel consumption would occur associated with motor vehicle travel to the site if maintenance is required. As such, project operations would not result in wasteful, inefficient, or unnecessary consumption of petroleum, and impacts would be less than significant.

In summary, although the project would involve energy use during construction and operations, project-related energy the use would be a small fraction of the statewide and regional use and due to efficiency increases, would also be expected to diminish over time (particularly with respect to petroleum). Given these considerations, energy consumption associated with the project would not be considered inefficient or wasteful, and impacts would be less than significant.

**b) *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?***

**Less Than Significant.** The City’s Climate Action Plan (CAP) includes strategies and performance indicators to reduce GHG emissions from municipal and communitywide activities within the City. The CAP provides goals and associated measures, also referred to as GHG reduction strategies, in the sectors of energy use,

transportation, land use, and solid waste (City of Elk Grove 2019a). The City’s CAP strategies focus on three main categories based on their sources: innovative and efficient built environment, resource conservation, and transportation alternatives and congestion management. The CAP encourages use of renewable energy and energy efficiency programs, such as participation in SMUD’s renewable energy program.

While the CAP sets forth measures to increase energy efficiency and renewable energy use, it does not provide quantitative requirements for energy use. Operating the new digital billboard would consume approximately 40,000 kWh per year. In compliance with the City’s CAP, the project would be encouraged to utilize SMUD’s renewable energy programs, if available and feasible. Based on these considerations, the proposed project would comply with current energy standards and regulations, and the proposed project would result in a less than significant impact associated with the potential to conflict with energy standards and regulations.

**Mitigation Measures**

No mitigation measures are required.

### 3.7 Geology and Soils

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VII. GEOLOGY AND SOILS – Would the project:</b>				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) **Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:**

i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

**No Impact.** No active or potentially active fault zones are known to pass through the City or Sacramento County. However, even faults far from the City have the potential to cause damage resulting from primary seismic hazards, including ground shaking and fault rupture (City of Elk Grove 2021b). The project would not introduce new habitable structures to the project site, nor would it change the existing use of the project site. The proposed project components would be designed and constructed in accordance with existing federal, state, and City laws and guidelines concerning seismic safety, thereby ensuring maximum feasible stability of all project components. Further, implementation of the proposed project would not increase the probability or exacerbate the potential for fault rupture. As such, the proposed project would not increase the risk of loss, injury, or death involving rupture of an earthquake fault. No impact would occur as a result of the proposed project.

ii) **Strong seismic ground shaking?**

**Less Than Significant.** While the project site is not located within close proximity to an active or potentially active fault zone, the site is located within an area that could be subject to seismic ground shaking from a variety of fault lines throughout the region (City of Elk Grove 2019c). However, due to the low risk of ground shaking to occur in the City there is the possibility in the event of strong seismic ground shaking the proposed billboard could have the potential to undergo seismic damage. However, the proposed project components would be designed and constructed in accordance with existing federal, state, and City laws and guidelines concerning seismic safety,

thereby ensuring maximum feasible stability of all project components. Further, the project would not introduce new habitable structures to the project site, nor would it change the existing use of the project site. Therefore, the proposed project would not substantially change the number of people or structures exposed to seismic ground shaking hazards. Furthermore, implementation of the proposed project would not increase the probability or exacerbate the potential for strong seismic ground shaking to occur. Upon compliance with seismic safety regulations, impacts related to seismic ground shaking associated with implementation of the proposed project would be less than significant.

*iii) Seismic-related ground failure, including liquefaction?*

**No impact.** Liquefaction is the process in which saturated silty to cohesionless soils below the groundwater table temporarily lose strength during strong ground shaking as a consequence of increased pore pressure during conditions such as those caused by an earthquake. Earthquake waves cause water pressure to increase in the sediment and the sand grains to lose contact with each other, leading the sediment to lose strength and behave like a liquid. There are no known geological hazards caused by ground failure or liquefaction, which would prevent use of the site for a billboard (City of Elk Grove 2019b). The proposed project would not increase the probability or exacerbate the potential for seismic-related ground failure to occur. Upon compliance with seismic safety regulations, there would be no impact related to seismic-related ground failure associated with implementation of the proposed project.

*iv) Landslides?*

**No impact.** The project site is located on a flat site and is not within an area identified as being susceptible to earthquake-induced landslides on maps prepared by the state (California Geological Survey 2022). As such, landslides are unlikely to occur on the project site. Furthermore, implementation of the proposed project would not increase the probability or exacerbate the potential for landslides to occur. Therefore, no impact would occur as a result of the proposed project.

*b) Would the project result in substantial soil erosion or the loss of topsoil?*

**Less Than Significant.** In an urbanized setting, substantial erosion or loss of topsoil typically occurs when ground disturbance causes soils to be exposed, and the soils are washed away during a storm or wind event. Proposed project construction would cause minor amounts of ground disturbance associated with removal of the three existing offsite billboards and the installation of the digital billboard. These construction processes may cause temporary soil exposure. However, construction would not expose substantial amounts of the underlying soil. A minimal amount of soil excavated for installation of the new billboard may be exported offsite, if necessary. Furthermore, the City's Municipal Code has requirements in place that minimize and prevent soil erosion. These requirements include implementation of structural controls such as seeding, mulching, vegetative buffer strips, sod, plastic covering, burlap covering, watering and other measures which control the movement of the ground surface or soil (EGMC Section 16.44.010 et seq.). Due to the limited construction activities that would be required for the project, in combination with the City's requirements for implementation of stormwater best management practices during construction, it is anticipated proposed project construction would not result in substantial soil

erosion or loss of topsoil. Once construction is complete, the project site would be covered with pavement. As such, the project would not result in substantial soil erosion or loss of topsoil and impacts would be less than significant.

- c) ***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- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?***

**Less Than Significant.** As described above, the project site is not anticipated to be susceptible to soils hazards, such as liquefaction. In the event that soil instability were to occur at the project site, the billboard structure would have the potential to undergo damage. However, the proposed project would be subject to applicable City, state, and federal regulations related to geologic safety. Ground disturbance involved with the new billboard would consist of installation of the pole foundation and billboard. As such, ground disturbance would be generally limited. For these reasons, the proposed project is not expected to result in hazards related to soil stability. Furthermore, implementation of the proposed project would not increase the probability or exacerbate the potential for landslides, lateral spreading, subsidence, liquefaction, or collapse to occur. Upon compliance with seismic safety regulations, impacts related to soil hazards associated with implementation of the proposed project would be less than significant.

- d) ***Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?***

**No Impact.** Expansive soils are clay-based soils that tend to expand (increase in volume) as they absorb water and shrink (lessen in volume) as water is drawn away. If soils consist of expansive clays, foundation movement and/or damage can occur if wetting and drying of the clay does not occur uniformly across the entire area. According to the U.S. Department of Agriculture Natural Resources Conservation Service (NRCS), the project site is underlain by San Joaquin silt loam, leveled, 0 to 3% slopes (NRCS 2022). This soil unit has a very low shrink-swell potential that is unlikely to create risks to life or property. The proposed project does not increase the number of habitable structures or building occupants potentially exposed to hazards associated with soil expansion, and billboard construction is not anticipated to affect the existing building on the project site. The proposed project would be constructed and operated in accordance with existing federal, state, and City laws and guidelines concerning structural safety, thereby ensuring maximum feasible stability of the new billboard structure. Therefore, the risk of the digital billboard collapsing or otherwise failing structurally would be very low. Furthermore, implementation of the proposed project would not increase the probability or exacerbate the potential for soil expansion to occur. With consideration of the above information, there would be no impact related to expansive soils.

- e) ***Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?***

**No Impact.** No septic tanks or alternative wastewater disposal systems are proposed. Therefore, no impact associated with the use of alternative wastewater disposal systems would occur as a result of the proposed project.

f) **Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**Less Than Significant with Mitigation.** Due to the underlying soils, it is not anticipated that the site contains any paleontological or unique geologic resources. Since the project site is in an area that has experienced ground disturbance the likelihood that previously undiscovered paleontological resources or unique geologic features would be unburied during construction of the proposed project is low. Nevertheless, there is always some potential for a previously undiscovered resource to be encountered during excavation. If resources were to be uncovered but not properly treated, they could be destroyed or damaged, resulting in a potentially significant impact. However, Mitigation Measure GEO-1, described below, would be required in the unlikely event of an unanticipated paleontological find.

Compliance with **Mitigation Measure GEO-1** would ensure that any unanticipated significant discoveries are protected to the extent required by law. Impacts from the proposed project would therefore be less than significant.

**Mitigation Measures**

**Mitigation Measure GEO-1.** If paleontological resources are encountered during excavation, all work within 100 feet of the find shall stop and the City of Elk Grove Development Services Department, Planning Division shall be immediately notified. A qualified paleontologist meeting the requirements of the Society of Vertebrate Paleontology (SVP) shall be retained to evaluate the finds and recommend appropriate handling and recovery methods. Construction in the vicinity of the find(s) shall not resume until deemed appropriate by the qualified paleontologist.

### 3.8 Greenhouse Gas Emissions

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

a) ***Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

**Less Than Significant.** Climate change refers to any significant change in measures of climate (e.g., temperature, precipitation, or wind patterns) lasting for an extended period of time (i.e., decades or longer). The Earth's temperature depends on the balance between energy entering and leaving the planet's system, and many factors (natural and human) can cause changes in Earth's energy balance. The greenhouse effect is the trapping and buildup of heat in the atmosphere near the Earth's surface (the troposphere). The greenhouse effect is a natural process that contributes to regulating the Earth's temperature, and it creates a livable environment on Earth. Human activities that emit additional GHGs to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and causing the Earth's surface temperature to rise. Global climate change is a cumulative impact; a project contributes to this impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. Thus, GHG impacts are recognized exclusively as cumulative impacts (CAPCOA 2008).

A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHGs trap heat in the atmosphere. As defined in California Health and Safety Code Section 38505(g) for purposes of administering many of the state's primary GHG emissions reduction programs, GHGs include CO<sub>2</sub>, methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride (see also CEQA Guidelines Section 15364.5). The three GHGs evaluated herein are CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O because these gases would be emitted during project construction and operation.

Consistent with CalEEMod Version 2020.4.0, this GHG emissions analysis assumes the global warming potential (GWP) for CH<sub>4</sub> is 25 (i.e., emissions of 1 MT of CH<sub>4</sub> are equivalent to emissions of 25 metric tons (MT) of CO<sub>2</sub>), and the GWP for N<sub>2</sub>O is 298, based on the Intergovernmental Panel on Climate Change's Fourth Assessment Report (IPCC 2007).

As discussed in Section 3.3 of this Initial Study, the proposed project is located within SMAQMD jurisdictional boundaries. In June 2020, the SMAQMD finalized its recommended numeric CEQA significance thresholds for GHG emissions for lead agencies to use in assessing GHG impacts of residential and commercial development projects as presented in its Greenhouse Gas Thresholds for Sacramento County justification document (SMAQMD 2020). This document, which builds on the previous guidance prepared by the California Air Pollution Control Officers Association, explored various approaches for establishing a significance threshold for GHG emissions. Per the SMAQMD Thresholds of Significance Table, the construction phase GHG threshold is 1,100 MT CO<sub>2</sub>e per year. For the operational phase, projects must demonstrate consistency with the Climate Change Scoping Plan by implementing applicable Best Management Practices (BMP), or equivalent on-site or off-site mitigation. Based on the targets derived from the SMAQMD Greenhouse Gas Thresholds for Sacramento County justification document, there are two tiers of BMPs: Tier 1: Required for all projects to avoid conflicting with long-term State goals, and Tier 2: Required for projects that do not screen out of further requirements (e.g., large or inefficient projects). The proposed project falls under Tier 1; therefore, the following BMPs are required:

- BMP 1: No natural gas: Projects shall be designed and constructed without natural gas infrastructure.

- **BMP 2: Electric vehicle ready:** Projects shall meet the current CalGreen Tier 2 standards, except all electric vehicle (EV) Capable spaces shall instead by EV Ready. Appendix B of the SMAQMD Greenhouse Gas Thresholds for Sacramento County justification document provides definitions and estimated costs and notes on current and future regulatory requirements.

Because the proposed project consists of construction and operation of a billboard and construction activities to remove three existing offsite billboards, this analysis applies the recommended SMAQMD threshold of 1,100 MT CO<sub>2</sub>e per year, applicable to commercial development projects per Tier 1. Per the SMAQMD guidance, the annual and total amount of a project’s construction related GHG emissions and the operational GHG emissions generated per year over the lifetime of the project should be disclosed separately (SMAQMD 2021).

CalEEMod was used to calculate the annual GHG emissions based on the construction scenario described in Section 3.3 of this Initial Study. For the purposes of this analysis, construction of the proposed project is assumed to commence in Fall 2022 last a total of up to 15 days (including 10 days for new billboard construction and 5 days for existing billboard removal). On-site sources of GHG emissions include off-road equipment and off-site sources include vendor trucks and worker vehicles. Table 3.8-1 presents construction GHG emissions for the proposed project from on-site and off-site emission sources.

**Table 3.8-1. Estimated Annual Construction Greenhouse Gas Emissions**

	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
<b>Year</b>	<i>Metric Tons per Year</i>			
2022 (Construction Only)	7.15	<0.01	<0.01	7.25
<b>Total</b>				<b>7.25</b>
<b>Threshold (1,100 MT CO<sub>2</sub>e per year) Exceeded?</b>				<b>No</b>

**Source:** Appendix B.

**Notes:** CO<sub>2</sub> = carbon dioxide; CH<sub>4</sub> = methane; N<sub>2</sub>O = nitrous oxide; CO<sub>2</sub>e = carbon dioxide equivalent.

As shown in Table 3.8-1, total construction GHG emissions would be approximately 7 MT CO<sub>2</sub>e as a result of construction-related activities. Construction GHG emissions are a one-time release and are typically considered separate from operational emissions, as global climate change is inherently a cumulative effect that occurs over a long period of time and is quantified on a yearly basis. As previously discussed, the SMAQMD identifies a GHG emission threshold for construction-related emissions of 1,100 MT CO<sub>2</sub>e per year. Table 3.8-1 indicates that the project would not exceed the SMAQMD GHG threshold. Therefore, the project’s construction-related GHG emissions would represent a less-than-significant impact.

Once construction activities are completed, the proposed project would result in minimal vehicle trips associated with maintenance of the proposed digital billboard. As described in Section 3.3, billboard maintenance would require approximately up to eight trips per year (0.6 monthly average trips). Further, since the project would only include the construction of a digital billboard rather than typical land use development (i.e., buildings and parking facilities), it would not require natural gas infrastructure or EV charging spaces. As such, the project would not conflict with the SMAQMD BMPs for GHG reduction and operations associated with the proposed project would be less than significant.



**b) Would the project generate conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

**Less Than Significant.** The City adopted their updated CAP on February 27, 2019. The City’s CAP includes reduction strategies to reduce GHG emissions from communitywide activities within the City. The City’s CAP strategies are organized into three categories based on their sources including, innovative and efficient build environment, resource conservation, and transportation alternatives and congestion management. For each strategy, the City’s CAP recommends numerous actions and provides target indicators to monitor progress towards achieving measure implementation. Strategies define the direction that the City will take to accomplish its GHG reduction goals, while actions define the specific steps that City staff and decision makers will take over time. Overall, the goal of the City’s CAP is to reduce the City’s communitywide GHG emissions by 40% below 1990 emission levels by 2030 (City of Elk Grove 2019a).

The proposed project involves installation of a billboard structure, lighting, and removal of three existing offsite billboards. The construction and operation of these activities would not conflict with the goals, measures, and actions of the CAP. The proposed project would not affect alternative modes of travel, nor would it contribute additional vehicles to the roadway network such that congestion would increase. The CAP’s energy strategies strive to reduce the City’s energy use through residential and commercial programs and incentives and education, and also focus on green building practices and requirements for new building construction. The proposed project would not involve new building construction; however, the proposed digital billboard would be required to comply with efficiency requirements specified in the California’s building standards (California Code of Regulations, Title 24). The billboard would use LED lights and is required to be dimmable, which would reduce energy use and GHG emissions associated with the generation of electricity. Other sources of GHG emissions from operation of the proposed project would include minimal vehicle trips for maintenance. Accordingly, the GHG emissions resulting from these activities would be minimal and are not expected to exceed the proposed SMAQMD threshold of 1,100 MT CO<sub>2</sub>e per year. Due to the minor nature of the GHG emissions that would result from the project, the project would not conflict with state climate change policy or with the City’s CAP. Therefore, impacts would be less than significant.

**Mitigation Measures**

No mitigation measures are required.

### 3.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) ***Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

**Less Than Significant.** Relatively small amounts of commonly used hazardous substances such as gasoline, diesel fuel, lubricating oil, and adhesive materials would be used during construction of the proposed project. These materials are not considered acutely hazardous and are used routinely throughout urban environments for both construction projects and small-scale structural improvements. Further, these materials would be transported and handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. Consequently, use of these materials for their intended purpose would not pose a significant risk to the public or environment. Once construction of the project has been completed, fuels and other petroleum products would no longer remain on the site.

Operation of the proposed project would not generally require additional materials, whether hazardous or non-hazardous; however, the proposed project would involve use of LED bulbs for the digital billboard faces. These LED bulbs would need to be replaced approximately once every 10 years. During these periodic maintenance events, the used bulbs would be transported and disposed of in accordance with applicable regulations. LED bulbs would be disposed in accordance with applicable handling and disposal requirements and would not pose a significant risk to the public or environment. Upon compliance with applicable regulations concerning the transport, use, and disposal of hazardous materials, impacts from the proposed project would be less than significant.

**b) *Would the project 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?***

**Less Than Significant.** As discussed under (a), above, construction of the proposed project would involve relatively small amounts of commonly used hazardous substances such as gasoline, diesel fuel, lubricating oil, and adhesive materials. These materials would be transported and handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. For these reasons, construction of the proposed project is not anticipated to release hazardous materials into the environment that would pose a threat to human health or the environment.

During project construction, limited amounts of ground disturbance would occur, in association with excavation for the pole structure and removal of the existing offsite billboards. None of the sites are mapped as containing any known hazardous materials. As such, the proposed project is not anticipated to create a significant hazard to the public or to the environment pertaining to hazardous materials and is not expected to pose a threat to human health, safety, and the environment.

The operations at the project site would not substantially change upon implementation of the project. As described under (a), above, materials associated with operation would be handled and disposed of in accordance with federal, state, and local requirements. For these reasons and upon compliance with laws concerning hazardous materials, the proposed project is not anticipated to release hazardous materials into the environment that would pose a threat to human health or the environment, and impacts resulting from the project would be less than significant.

**c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

**Less Than Significant.** The nearest school to the project site is the Jessie Baker School (8628 Holloway Drive) which is located 2.4 miles north of the project site. As discussed in under (a), above, construction and operation of the proposed project would involve some commonly used hazardous substances which would be transported and handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. Consequently, use of these materials for their intended purpose and in accordance with applicable regulations would not pose a significant risk to nearby schools. For these reasons, impacts related to the use of hazardous materials near schools resulting from the proposed project would be less than significant.

- 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?***

**No Impact.** The project site, as well as the sites where the existing offsite billboards would be removed are not included on any hazardous waste site lists including the California Department of Toxic Substances Control (DTSC) EnviroStor database, the State Water Resources Control Board (SWRCB) GeoTracker site, the Cortese list, the Superfund Site list, or other lists compiled pursuant to Section 65962.5 of the Government Code (DTSC 2021; CalEPA 2016, 2021; SWRCB 2020, 2021c; U.S. EPA 2021). There would be no impact.

- e) ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?***

**No Impact.** The nearest airports to the project site are the Franklin Field airport, located approximately 5.7 miles southwest of the project site, and Mather Airport, located approximately 10.0 miles northeast of the project site. The proposed project area is located well outside of the airport influence area of these airports. As such, the project area is not located within a 2-mile radius of any public airport, and no airport land use plans apply to the project site or off-site billboards. Therefore, the proposed project would not create an airplane safety hazard for people residing or working in the project area, and no impact would occur.

- f) ***Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

**No Impact.** The City has an Emergency Operations Plan that promotes hazards preparedness including the preparation of an emergency evacuation, response, and recovery plan. The proposed project would be required to be consistent with this plan. In the event of an evacuation, construction activities including the removal of three existing offsite billboards and installation of one new digital billboard would not block any driveway or roadway such that any evacuation plan or emergency response plan would be impeded. During construction roadway access on roadways adjacent to the project site and the off-site billboards would be maintained. Once installed, the digital billboard will not obstruct any roadway or potential evacuation route. As such, project construction and operation are not expected to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. For these reasons, the proposed project would not interfere with emergency response or evacuation plans, and no impact would occur.

- g) ***Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?***

**No Impact.** The nearest wildland areas are located over 10.2 miles east of the project site. These areas are designated as Moderate Fire Hazard Severity Zones (MFHSZ) in the State Responsibility Area (SRA) (CAL FIRE 2022). There are no Fire Hazard Severity Zones (FHSZ) within the City. The project area is fully paved and is surrounded on all sides by development. Furthermore, the proposed project would not change existing conditions such that additional people or structures would be exposed to significant risk of loss, injury, or

death. The proposed project does not involve new buildings or new building occupants that could increase the number of people exposed to wildland fire hazards in the area. While the project would involve the operation of LED bulbs, when used for their intended purposes and when operated and installed in accordance with standard procedures, LED bulbs do not pose an increased risk of fire relative to other lighting sources. As such, the proposed project is not expected to increase the potential for fires to occur in the project area. No impacts related to wildland fire are expected to occur.

**Mitigation Measures**

No mitigation measures are required.

### 3.10 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>X. HYDROLOGY AND WATER QUALITY – Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on or off site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) ***Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

**Less Than Significant.** Short-term construction activities for the proposed project would have some potential to affect the quality of stormwater discharged from the project site including the three offsite billboard removal locations. Land disturbance activities would affect less than one acre; therefore, compliance with the State’s Construction General Permit is not required (SWRCB 2022). The construction process could result in erosion and sedimentation, and spills or leaks of petroleum products used by construction equipment could also affect the quality of stormwater. However, the City’s Municipal Code prohibits any non-storm discharge directly into the stormwater conveyance system (EGMC Section 15.12.100). The Municipal Code also requires implementation of best management practices, such as “pollution prevention and educational practices, maintenance procedures, and other management practices to prevent or reduce to the maximum extent practicable the discharge of pollutants directly or indirectly to waters of the United States” (Section 15.12.030). Standard site management practices and typical equipment maintenance, in combination with implementation of Municipal Code requirements involving stormwater quality, would generally preclude leaks and spills of a magnitude that would adversely affect stormwater runoff. Construction-related water quality impacts can also occur if land disturbance activities result in erosion or sedimentation downstream. As previously discussed, ground disturbance for removal of the three existing off-site billboards and construction and operation of the digital billboard would be generally limited. The project would not result in exposure of large areas of exposed soils that could be transported off site during storm events. Due to the limited construction activities that would be required for the project and limited ground disturbance, in combination with the City’s requirements for implementation of stormwater best management practices during construction, proposed project construction would result in less than significant effects relative to water quality standards and waste discharge requirements.

b,e) ***Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?***

***Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***

**No Impact.** The proposed project is not anticipated to result in an increase in water demands relative to existing conditions at the project site. The project entails the removal of up to three off-site billboards and

installation of a new digital billboard. As such, the proposed project would not increase water demand such that groundwater supplies would be adversely affected. Furthermore, groundwater recharge rates would not be affected by the proposed project, since the amount of impermeable surfaces at the project site would not change as a result of the project. As previously discussed, the proposed project is not anticipated to cause substantial runoff or increase of pollutants that would impact water quality or groundwater management. The proposed project would be in compliance with the City's requirements for implementation of stormwater best management practices during construction. Thus, there would be no impacts related to groundwater supply or recharge or conflicts or obstruction of the Basin Plan.

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 or through the addition of impervious surfaces, in a manner which would:***

i) ***result in substantial erosion or siltation on or off site;***

**Less Than Significant.** The project site and offsite billboard removal locations do not contain any streams or rivers that could be altered by the proposed project nor would it substantially change the amount of impermeable surfaces at the project site. The project site and the off-site billboard sites are already developed and removing the existing offsite billboards and installing a new digital billboard would not change this. As discussed under Section 3.9(a), all construction activities would be required to comply with the City's water quality best management practices. As such, the proposed project would not have the potential to result in substantial erosion or siltation on or off site. Impacts related to erosion and siltation resulting from the proposed project would be less than significant.

ii) ***substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;***

**No Impact.** As previously discussed, the proposed project site and offsite billboard removal locations do not contain any streams or rivers and the project would not substantially alter the amount of impervious surfaces at the project site or offsite billboard removal locations. Therefore, the proposed project would not increase the rate or amount of surface runoff that would result in flooding. Further, the proposed project would involve minimal ground-disturbing activities and would not have the potential to substantially alter the existing drainage pattern of the project site, as explained in Section 3.9(a). Any changes in drainage patterns would be temporary, localized, and would not have the potential to lead to flooding. For these reasons, no impact would result from the proposed project.

iii) ***create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or***

**No Impact.** As explained in Section 3.9 question (b), the proposed project would not require a significant amount of additional water use at the site, nor would it increase the amount of impervious surfaces in the project area such that the rate and/or amount of stormwater runoff is increased. As such, the proposed project would not adversely affect the capacity of stormwater drainage systems.

As explained in Section 3.9(a), construction of the proposed project could temporarily increase the sources of stormwater pollutants at the project site. Potential pollutants would include construction-related chemicals such as petroleum products used for construction equipment and sediments resulting from temporary ground disturbance. However, the duration of construction and the amount of equipment and materials that would be required are limited. Additionally, compliance with City Municipal Code requirements for construction projects would minimize the potential for stormwater contamination. During operation, the drainage patterns of the site would not change relative to existing conditions. Upon compliance with City requirements, impacts would be less than significant.

**iv) *impede or redirect flood flows?***

**No Impact.** The project site and offsite billboard removal locations are mapped within a Federal Emergency Management Agency (FEMA) Flood Zone X, which indicates areas of minimal flood hazards outside of the 0.2-percent annual chance (500-year) floodplain (FEMA 2012). Any changes in drainage patterns from the proposed project would be temporary, localized, and would not have the potential to lead to flooding. As such, no impact would occur.

**d) *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?***

**No Impact.** The distance and geographic boundaries between the project area and the nearest bodies of water eliminate the risk of a seiche or tsunami affecting the site. The project site is also outside of a mapped floodplain and therefore does not have a high risk for flood hazards (FEMA 2012). Therefore, the proposed project would not risk release of pollutants due to project inundation. No impact would occur.

**Mitigation Measures**

No mitigation measures are required.

### 3.11 Land Use and Planning

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XI. LAND USE AND PLANNING – Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



**a) *Would the project physically divide an established community?***

**No Impact.** The project site is located in an existing industrial area that supports light manufacturing and general industrial uses. The site presently consists of construction materials storage and distribution and is used by Consumnes CSD for firefighter training activities. Upon project implementation, the project site would include a new digital billboard structure. Three existing offsite billboards would also be removed as part of the project. The proposed project would not involve features such as a highway, aboveground infrastructure, or an easement through an established neighborhood, which would have the potential to physically divide an established community. For these reasons, the proposed project would not physically divide an established community, and no impact would result.

**b) *Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?***

**No Impact.** Land use plans and policies applicable to the project site are set forth in the City's General Plan, and the City's Zoning Ordinance. The proposed project is analyzed below for its consistency with applicable General Plan goals and policies and the Zoning Ordinance.

**General Plan Consistency**

The project site is designated as Heavy Industrial (HI) in the City's General Plan. As described therein, Heavy Industrial uses are generally characterized by heavy industrial activities, including manufacturing, processing, fabrication, utility equipment and service yards, assembly, wholesaling, warehousing, ancillary offices, and distribution occurring inside or outside of an enclosed building. Heavy Industrial areas are generally located away from residential and other sensitive land uses in areas providing adequate access and goods movement (City of Elk Grove 2021). The proposed project includes installation of a new digital billboard and removal of three existing offsite billboards. The project would not introduce any new operational uses and would comply with the intent of the Heavy Industrial land use designation. Therefore, the project would be in compliance with the City's General Plan.

**Zoning Ordinance Consistency**

The City of Elk Grove Zoning Code provides standards for lighting in each land use zone, which would apply to the proposed digital billboard (EGMC Chapter 23.56). The Zoning Code regulates the level of illumination resulting from development during hours of darkness and states that new outdoor lighting fixtures must be energy efficient with a rated average bulb life of not less than 10,000 hours. Zoning regulations also include development and design standards for the location of signs along roadways to achieve an aesthetically pleasing appearance (EGMC Chapter 23.62). The proposed project includes amendments to EGMC Chapter 23.62 - Signs on Private Property. The proposed EGMC text amendment would clarify standards for installation of relocated billboards, in which removal of at least one existing billboard is required for construction of a new billboard. Such relocated billboards shall only be installed, constructed, or relocated in Commercial, Office, or Industrial zoning districts as defined by Title 23 of the code.

The project site is also located within the BCS Overlay Zone, which identifies the allowed signage for establishments, uses, activities, or features within each business center district (EGMC Section 23.42.080), but does not apply to the project. As provided in the proposed amendments to EGMC Section 23.42.080,

“The BCS Overlay Zone does not apply to Billboard Relocations, which are subject to EGMC Chapter 23.62.” Further, the proposed amendments to the EGMC Chapter 23.62 would clarify that the BCS Overlay Zone does not apply to relocated billboards. As provided in the proposed amendments to Section 23.62.130, “New billboards authorized pursuant to an agreement to relocate existing billboards are governed by Section 23.62.180.” As provided in the proposed Section 23.62.180(B), “[t]he installation or construction of a relocated billboard pursuant to this Section may only occur after City Council approval of a relocation agreement among the billboard operator, relevant property owner(s), and the City, and City approval of a sign permit for the billboard (see Sections 23.62.070(A) and 23.16.020).” Because the project would be constructed and operated pursuant to the Relocation Agreement, the project would be consistent with the proposed EGMC amendments.

**Mitigation Measures**

No mitigation measures are required.

### 3.12 Mineral Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XII. MINERAL RESOURCES – Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a, b) *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?***

***Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?***

**No Impact.** According to the City’s General Plan, there are no mineral deposits or mineral extraction activities located within the City and the project area is not delineated as a locally important mineral resource recovery site in the General Plan (City of Elk Grove 2019b). Furthermore, the City has been mapped within an area where no significant mineral deposits are present or are likely to be present. Because the project site and offsite billboard removal locations are not mapped as or known to contain an important mineral resource, the proposed project would not have the potential to cause a loss in availability of a known mineral resource that would be of value to the region and the residents of the state and delineated on an adopted City planning document. As such, no impact would occur.

**Mitigation Measures**

No mitigation measures are required.

### 3.13 Noise

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIII. NOISE – Would the project result in:</b>				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) ***Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?***

The project site is located in a developed environment which is subject to numerous noise sources. The primary noise source in the project vicinity is vehicular traffic along major roadways and freeways including East Stockton Boulevard and SR 99. In addition, typical noise sources associated with industrial activity also contribute to the overall noise environment.

**Short-Term On-Site Construction Noise**

**Less Than Significant.** Noise generated by project construction equipment would include a combination of heavy equipment including cranes, front end loaders, concrete mixers, and man lifts that, when combined, can reach relatively high noise levels. The number and mix of construction equipment would vary during the removal of the offsite billboards and installation of the new digital billboard on the project site. The project would also result in local, short-term increases in roadway noise as a result of construction traffic. Based on information developed as part of the project’s air quality analysis, project-related traffic would include workers commuting to and from the project site as well as vendor and haul trucks bringing or

removing materials. The highest number of average daily vehicle trips would be 48 one-way vehicle trips per day (including truck trips and worker vehicle trips). Further, per EGMC Section 6.32.100, construction activities are permitted to occur between the hours of 6:00 am and 8:00 pm because the project is sited in an industrial zone and not adjacent to residential uses. Due to the minor number of construction trips and the temporary nature of construction, impacts from project-related construction traffic noise would be less than significant.

### **Project Operational Noise**

**Less Than Significant.** The proposed project would consist of a digital billboard. Pumps, motors, or other noisy equipment would not be used during standard operations of the billboard or of the other project components. Audio components would not be allowed in association with the billboard, per the City's Municipal Code (EGMC section 23.62.100). Periodic maintenance would be required; however, the total number of vehicle trips generated, up to eight trips per year would not be significant and would have a negligible effect on roadway traffic noise. Therefore, project operational noise would be less than significant.

**b) *Would the project result in generation of excessive groundborne vibration or groundborne noise levels?***

**Less Than Significant.** The main concern associated with groundborne vibration is annoyance; however, in extreme cases, vibration can cause damage to buildings, particularly those that are old or otherwise fragile. Some common sources of groundborne vibration are construction activities such as blasting, pile-driving, and heavy earth-moving equipment. The primary source of groundborne vibration occurring as part of the proposed project is construction activity.

Groundborne vibration is typically attenuated over relatively short distances. The project site is located within an industrial area, and sensitive receptors are not located within the vicinity. However, there are sensitive receptors in proximity to the offsite billboard removal locations. The nearest sensitive receptors are residences located approximately 235 feet (0.04 miles) to the north of the SR 99/East Stockton Boulevard billboard (APNs 134-0670-031 & 134-0670-032) (see Figure 1). Other sensitive receptors are residences located approximately 0.7 miles to the northeast of the existing Grant Line Road billboard, and approximately 0.3 miles to the north of the SR 99/East Stockton Boulevard billboard (APN 134-0620-022-0000). While demolition of these billboards may result in groundborne vibration, the effects would be short-term and temporary in nature because it is anticipated that each billboard should take no more than a day to remove. As such, there would not be significant groundborne vibration impacts associated with annoyance.

Construction vibration as a result of the proposed project also would not result in structural building damage, which typically occurs at vibration levels of 0.4 inches per second peak particle velocity (PPV) or greater for standard buildings (FTA 2018). The buildings immediately adjacent to the project's construction area (10551 East Stockton Boulevard) do not appear to be of masonry construction (which may necessitate a more stringent threshold). The heavier pieces of project-related construction equipment (e.g., drill rig) are anticipated to operate at least 25 feet from the adjacent buildings. As such, vibration experienced by adjacent buildings is expected to be approximately 0.089 inches per second PPV or less, which would fall below the applicable threshold for structural building damage. As such, impacts related to groundborne vibration would be less than significant.

- c) **For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** The project area is not located within two miles of any public airport, nor is it located within the boundaries of any airport land use plans. There are no private airstrips in the vicinity of the project site. Therefore, the proposed project would not expose or result in excessive airport-related noise for people residing or working in the project area, and no impact would occur.

**Mitigation Measures**

No mitigation measures are required.

### 3.14 Population and Housing

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIV. POPULATION AND HOUSING – Would the project:</b>				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a,b) **Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

**Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

**No Impact.** The proposed project would not include construction or operation of any new residential or commercial land uses and does not contain housing that could result in the displacement of people. Therefore, the project would not result in a direct population increase from construction of new homes or businesses. No extension of roads or other infrastructure that could potentially induce population growth would be required. During the minor construction activities, several construction personnel would be required and several workers would also be required for the routine maintenance activities associated with the proposed project, which consist primarily of monthly maintenance of the billboard structure. Due to the

minimal number of workers required for these activities and the routine, brief nature of the construction processes and maintenance activities, the need for workers is expected to be accommodated within the existing and future labor market in the City and the surrounding Sacramento area. As such, the proposed project would not generate employment growth to the extent that population growth would result in the City or the region. Therefore, indirect population growth would not occur, and no impacts involving population growth would result from the proposed project.

**Mitigation Measures**

No mitigation measures are required.

### 3.15 Public Services

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XV. PUBLIC SERVICES</b>				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:*

***Fire protection?***

**No Impact.** Fire services in the City are provided by the Consumnes CSD Fire Department. The Fire Department operates seven stations in addition to its headquarters at 10573 East Stockton Boulevard, directly adjacent to the project site. The next closest is Fire Station 71, located approximately 2.7 miles northwest of the project site at 8760 Elk Grove Boulevard (Consumnes CSD Fire Department 2022).

The proposed project would not change the use of any existing buildings resulting in additional employees and would not result in the construction of new buildings requiring fire protection services. While there may be some risk of fire with the digital billboard, fire risk is very low given the use of LED bulbs and would remain similar to present conditions at the site. Furthermore, the proposed project area is a developed

industrial corridor. The proposed project components would not cause an intensification of uses over existing conditions such that additional fire services would be required. The presence of a digital billboard would entail the operation of LED bulbs. LED bulbs do not pose an increased risk of fire relative to other lighting sources when they are used for their intended purposes, and when operated and installed in accordance with standard procedures. LED bulbs are considered more durable, consume less electricity, and produce less heat than incandescent and compact fluorescent lighting (CFLs), resulting in lower relative combustion risk (NFPA 2022, U.S. Department of Energy 2022). Therefore, the proposed project would not result in the need for construction or expansion of fire facilities, and no impact would occur as a result of the proposed project.

**Police protection?**

**No Impact.** The Elk Grove Police Department provides police protection in the City. The nearest police station to the project site is located approximately 3.6 miles northwest, at 8400 Laguna Palms Way. As described above under “Fire Protection,” the proposed project would not result in population growth, additional employees, or new buildings. Due to the nature of the project, it would not cause an intensification of uses over existing conditions such that additional police services would be required. As such, the proposed project would not create the need for new or expanded police protection facilities, and no impact would occur.

**Schools, Parks and Other Public Facilities?**

**No Impact.** The City is served by the Elk Grove Unified School District. The proposed project does not include development of any residential or commercial uses and would not generate any new permanent residents or employees such that the demands for schools, parks and other public facilities would increase. As described in Section 3.14, the proposed project would not generate population growth. Therefore, the project would not increase demand for local schools, parks or other facilities and there would be no impact as a result of the proposed project.

**Mitigation Measures**

No mitigation measures are required.

### 3.16 Recreation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVI. RECREATION</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a,b) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

*Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?*

**No Impact.** As described in Sections 3.14 and 3.15 of this Initial Study, the proposed project would not generate new permanent residents that would increase the use of existing parks and recreational facilities nor does it include the construction or expansion of recreational facilities. Construction personnel working at the project site and offsite billboard removal areas could potentially use parks throughout the City during the temporary construction period. However, due to the limited nature and duration of the construction activities, as well as the small number of personnel required, construction would not introduce new permanent workers to the City such that new park facilities would be required. The proposed project does not include development of any residential uses and would not generate new permanent residents that would increase the demand for recreational facilities. Accordingly, no impact involving deterioration of park facilities would occur as a result of the proposed project. Therefore, no impact would occur as a result of the proposed project.

**Mitigation Measures**

No mitigation measures are required.

### 3.17 Transportation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVII. TRANSPORTATION – Would the project:</b>				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) ***Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?***

**Less Than Significant.** Construction of the proposed project, including removal of the three off-site billboards, would generate additional, albeit minimal, construction-related trips in the project vicinity during the temporary construction period and may cause a temporary obstruction to the sidewalk immediately fronting the project site along East Stockton Boulevard. Construction activities would involve a maximum of 48 one-way vehicle trips per day (including truck trips and worker vehicle trips) if new billboard construction and existing billboard demolition occur concurrently. These activities would occur over a maximum of 10 days for digital billboard construction and 5 day for removal of the offsite billboards (up to 15 days total if there is no overlap in activities). Increases in traffic in the project area on the order of 48 one-way vehicle trips per day during the construction period would be considered minor and temporary and would not significantly impact the circulation system. Any potential sidewalk closures would be temporary, site-specific, and limited to a small portion of the sidewalk, and through vehicle access on East Stockton Boulevard would not be affected. There are no dedicated bicycle lanes along East Stockton Boulevard, and bicycle travel on East Stockton Boulevard would not be affected. As such, construction of the proposed project would not substantially conflict with any program, plan, ordinance, or policy addressing the circulation system.

Operation of the proposed project would only involve limited travel necessary for regular and as-needed maintenance of the billboard structure, up to eight vehicle trips per year. It is anticipated that maintenance would be conducted as needed to replace LEDs or make other repairs. Due to the limited frequency and magnitude of these activities, impacts to transit, roadway, bicycle, or pedestrian facilities would not occur.

Overall, construction and operation of the proposed project may cause temporary and site-specific closures or obstructions and may be associated with minor, periodic increases in vehicle trips in the area. These activities would not have a substantial adverse impact on the circulation system, including transit, roadway, bicycle, or pedestrian and impacts from the proposed project would be less than significant.

**b) *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?***

**Less Than Significant.** The proposed project would not generate a significant amount of vehicle miles traveled (VMT). Construction activities would involve a maximum of 48 one-way vehicle trips per day (including truck trips and worker vehicle trips). Once construction is complete, the project would only generate vehicle trips associated with periodic and as-needed maintenance activities. It is anticipated that maintenance would be conducted on a semi-annual basis, resulting in eight one-way vehicle trips per year (0.6 trips per month).

VMT is used to measure the performance of the transportation network and to evaluate potential transportation-related impacts on the environment. VMT is often expressed on an efficiency basis (i.e., per unit, per capita, per thousand square feet, etc.) to understand whether people are traveling more or less by vehicle over time, across different areas, or across different planning scenarios. As such, construction and maintenance activities are not considered when determining VMT impacts as these trips do not represent permanent changes in the transportation network based on the proposed use (OPR 2018). Vehicle trips resulting from the proposed project would be limited to construction and maintenance trips. As such, the proposed project would not increase or contribute to VMT in the project area and impacts would be less than significant.

**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)?***

**Less Than Significant.** The proposed digital billboard would be located in an existing developed area and would meet Caltrans' standards for signs with illumination and animation. The project does not require realigning an existing roadway or include any design features that could increase hazards. While the project would be associated with new visual elements including the digital billboard faces, these elements would be regulated and monitored so as not to result in driver distraction. The proposed project has been designed in compliance with the standards set forth in the City's Municipal Code and the proposed amendments regarding signage on private property (EGMC Chapter 23.62).

For these reasons and upon required compliance with the lighting limitations and digital imagery requirements from Caltrans and the City's Municipal Code, impacts from the proposed project would be less than significant.

**d) *Would the project result in inadequate emergency access?***

**No Impact.** Inadequate emergency access may occur if emergency access is obstructed by the project or if new driveways, roadways, or fire truck turnaround areas are insufficient to accommodate the necessary emergency equipment. Construction activities associated with the proposed project may involve temporary, localized sidewalk closures along East Stockton Boulevard. However, sidewalk closures would be temporary and localized and would not impact emergency access to the existing buildings onsite. During construction of the digital billboard and removal of the three existing offsite billboards roadway access would be maintained at all times to ensure emergency access would not be affected. Operational of the digital billboard would not impact or obstruct existing driveways and site circulation and would not affect emergency access. For these reasons, there would be no impact resulting from the proposed project.

**Mitigation Measures**

No mitigation measures are required.

### 3.18 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVIII. TRIBAL CULTURAL RESOURCES</b>				
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) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) **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:**

i) **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?**

**Less Than Significant with Mitigation.** As previously discussed in Section 3.5 of this Initial Study, a Sacred Lands File search of the project area has been conducted for a parcel of land located adjacent to the north side of the project site. This search did not reveal the presence of any previously recorded tribal cultural resources (TCRs). Further, no specific TCRs have been identified by the California Native American tribes that received notification as part of the City’s Assembly Bill (AB) 52 notification and consultation process (see additional details on the AB 52 process below).

Therefore, the proposed project would not adversely affect TCRs that are listed or eligible for listing in the state or local register. Impacts are considered less than significant.

- ii) ***A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?***

**Less Than Significant with Mitigation.** There are no resources in the project area that have been determined by the lead agency to be significant pursuant to the criteria set forth in Public Resources Code Section 5024.1. Further, no specific TCRs were identified in the project area by any California Native American tribe, or by the City as part of the AB 52 notification and consultation process.

On March 22, 2022, notification of the proposed project was sent via certified mail to California Native American tribal representatives that are traditionally or culturally affiliated with the geographic area. One tribe (Wilton Rancheria) requested formal consultation via email on March 23, 2021. The City's communication and coordination with this tribe is described below.

A consultation meeting was held on March 31, 2022, via a site visit with representatives from the Wilton Rancheria and the City. Wilton Rancheria expressed concerns regarding the potential for inadvertent finds of TCRs during excavation activities for the project. However, no specific TCRs were identified on the project site. Wilton Rancheria expressed that they would be satisfied with a provision for the protection of inadvertent discoveries. As described in Section 3.5, the implementation of Mitigation Measure CUL-1 would protect resources in the unlikely event of an unanticipated discovery during construction ground disturbance. Wilton Rancheria also requested notification of project construction activities in order to ensure a construction monitor may be present. Implementation of Mitigation Measure TCR-1, below, would ensure that a tribal monitor can be provided, if desired.

As described above, no specific TCRs have been identified by California Native American tribes as part of the City's AB 52 notification and consultation process. While some concerns were expressed regarding the potential for inadvertent finds of previously undiscovered TCRs during excavation activities, a condition of approval would be applied to the project that includes provisions for the protection of archaeological resources and/or TCRs, in the unlikely event that such resources were to be uncovered during construction. Specifically, the condition of approval would require consulting tribes to be contacted in the event that materials are uncovered to determine if the resources are Native American in nature. Compliance with this condition of approval would ensure that TCRs are protected. Impacts would be less than significant with mitigation.

## **Mitigation Measures**

**Mitigation Measure CUL-1.** See Section 3.5, Cultural Resources.

**Mitigation Measure TCR-1.** Prior to ground disturbing activities, the Applicant shall provide the City with a construction schedule that shall be provided to the Wilton Rancheria (the "Tribe") to ensure the Tribe is

afforded the opportunity to monitor the project site and offsite billboard removal locations, if necessary, during ground disturbing activities. Should the Tribe provide the City notice of the desire for a Tribal Monitor, the Applicant shall enter into an agreement with the Wilton Rancheria to compensate the Tribal Monitor at the Tribe’s current adopted rate.

### 3.19 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:</b>				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a,b,c) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

*Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?*

*Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

**No Impact.** The proposed project would not substantially increase the amount of water used during construction of the digital billboard or removal of the three existing off-site billboards, as no changes to existing land uses would occur. A minimal amount of water may be used for fugitive dust control in unpaved areas during demolition of the existing billboards. Wastewater would not be required for construction, and no water or wastewater would be required for operation of the proposed project. As described in Section 3.10 of this Initial Study, the proposed project would not increase the amount of surface runoff and stormwater generated within the project area. The project would also not require any natural gas services. If required, the digital billboard would use telecommunications services that are already available in the project area. This would not increase demand for telecommunications such that new or expanded off-site facilities would be required. Any connections or upgrades that would be required would be limited to the project site boundaries and are consisted part of the project's construction scenario that is analyzed herein.

The proposed project would require electric power for the new components including the billboard and LED lighting. The project would connect to the existing electric power service available at the site provided by SMUD. Based on information provided by the project Applicant, the proposed project is anticipated to require approximately 40,000 kWh of electricity pear year. Annual retail sales of electricity in SMUD's service area were approximately 12 billion kWh in 2018 (SMUD 2019). The increase in electricity consumption that would be associated with the proposed project represents approximately 0.033% of SMUD's total electricity sales in 2019. The amount of electric power needed for project operation would be minimal compared to existing electricity consumption in the region and would not necessitate new or expanded electric power facilities. As such, there would be no impacts related to the need for new or expanded facilities.

The removal of three existing billboards and installation of one new billboard would not substantially impact the availability of water supplies or increase demand for wastewater conveyance and treatment. Therefore, no impact to water supply or wastewater treatment would occur as a result of the proposed project.

**d,e) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

*Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

**Less than Significant.** Construction activities associated with the proposed project would generate some solid waste and debris from the demolition of three existing billboards and construction of the new digital billboard. The project would be required to comply with the 2019 California Green Building Standards Code (CalGreen),

which requires contractors to recycle 65% of construction and demolition debris from all new construction projects. Removal of the three billboards and construction of the proposed digital billboard would produce waste and soil that would be recycled or exported offsite for disposal. The proposed project would incorporate source reduction techniques and recycling measures to divert waste away from area landfills in accordance with City and state requirements. The project would comply with requirements to recycle 65% of all construction materials that need to be disposed, per CalGreen. Any non-recyclable construction waste generated would be disposed of at a landfill approved to accept such materials. Electronic waste resultant from replacement of LED bulbs and lamps would be transported to a solid waste facility that is approved to safely handle disposal of electronic waste consistent with state and local requirements. Construction waste generated from the project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure

Operation of the proposed project would not generate substantial amounts of solid waste. The LED bulbs would require periodic replacing approximately every 10 years; however, due to the long lifespan of LED bulbs, associated waste would be minimal and would only be produced periodically. LED waste would be disposed of at approved facilities according to the Sacramento County waste management and recycling requirements (Sacramento County 2022). As such, the amount of waste generated by the proposed project would not be in excess of any standards of the capacity of local infrastructure. The proposed project would be required to comply with federal, state, and local statutes and regulations related to solid waste and no impact would occur.

**Mitigation Measures**

No mitigation measures are required.

3.20 Wildfire

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</b>				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a-d) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?**

*Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

*Would the project 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?*

*Would the project 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?*

**No Impact.** As discussed in Section 3.9 question (g), the proposed project is not in a VHFHSZ and is not within a state responsibility area. The closest state responsibility area is over 10.2 miles to the east. The nearest VHFHSZ area is located 10.9 miles southeast of the of the project site (CAL FIRE 2022). The project area is fully developed and is surrounded on all sides by development. Further, the proposed project would not change existing conditions such that additional people or structures would be exposed to significant risk of loss, injury, or death caused by a fire. The proposed project would not conflict with the City’s emergency plan or any disaster routes, as discussed in Section 3.9(f). As such, no impacts related to wildland fire are expected to occur.

**Mitigation Measures**

No mitigation measures are required.



### 3.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XXI. MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a) Does 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) ***Does 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?***

**Less Than Significant.** As discussed in Section 3.4 of this Initial Study, the project area is located in a developed and urbanized area of the City, and does not support sensitive vegetation, sensitive wildlife species, or sensitive habitat. Additionally, the project area does not function as a corridor for the movement of native or migratory wildlife. All activities associated with the proposed project would be conducted in the disturbed environment of the project area. The removal of up to three offsite billboards would occur along roadways and generally paved/disturbed environments, and construction would be entirely contained within each site. The project site for the proposed digital billboard is also fully developed and does not support sensitive plant or wildlife habitat. Implementation of the proposed project is not anticipated to

impact trees and therefore would not disturb any potential nesting bird habitat. Impacts to biological resources would thus be less than significant.

As discussed in Section 3.5, the adjacent building on the project site is not considered a historical resource pursuant to CEQA. As such, the proposed project would not have an adverse, direct impact on historical resources. There are no known archaeological resources in the project area and tribal cultural resources have not been identified in the area per consultation with the Wilton Rancheria Tribe. Nevertheless, while unlikely, the minor ground-disturbing activities required for construction of the proposed project could potentially uncover previously unknown buried archaeological resources or tribal cultural resources. However, **Mitigation Measure CUL-1 and Mitigation Measure TCR-1** would be required for the project ensuring that any inadvertent archaeological finds or inadvertent finds of tribal cultural resources are protected to the extent required by law. As such, there are no known examples of California history or prehistory that would be adversely affected by the project, and in the unlikely event of an inadvertent archaeological find, such resources would not be adversely affected. For these reasons, the proposed project would not eliminate any important examples of major periods in California history or prehistory. Impacts would be less than significant.

- b) ***Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?***

**Less Than Significant.** The project would be implemented in compliance with all applicable federal, state, and local laws per the Relocation Agreement, which includes the removal of up to three billboards following the new digital billboard installation. Following removal of the off-site billboards, each site would be repaved. Thus, the project would result in a net loss of up to two billboards in the City and would not contribute to cumulative impacts related to billboards and signage. The project is consistent with the City’s General Plan and would not create any impacts that would be cumulatively considerable. Further, with adoption of the proposed Municipal Code text amendment (Chapter 23.62), the project would be fully compliant with the City’s Municipal Code. All project impacts have been reduced by adherence to basic regulatory requirements or conditions of approval incorporated into the project design and the project would not be expected to result in significant environmental impacts, such that a cumulatively considerable effect would occur. As such, impacts would be considered less than significant.

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

**Less Than Significant.** As detailed throughout this IS, the proposed project would not result in significant impacts in the environmental categories typically associated with indirect or direct effects to human beings, such as aesthetics, air quality, hazards and hazardous materials, noise, or public services. As such, impacts would be less than significant.

# 4 Preparers and References

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## 4.1 List of Preparers

The following individuals participated in the preparation of this IS/MND and its associated technical studies.

### **City of Elk Grove (Lead Agency)**

City of Elk Grove  
Planning Division  
8401 Laguna Palms Way  
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### **Dudek (Environmental Consultant)**

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Christine Kronenberg, AICP, Project Director  
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Ian McIntire, Air Quality/Greenhouse Gas/Energy Specialist  
Matthew Morales, Air Quality/Greenhouse Gas/Energy Specialist  
Adam Giacinto, Archaeologist/Cultural Resources Specialist  
Nicholas Hanten, Archaeologist/Cultural Resources Specialist  
Andrew Greis, GIS Specialist

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# Appendix A

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## Relocation Agreement





**BILLBOARD RELOCATION AGREEMENT  
BY AND BETWEEN THE  
CITY OF ELK GROVE,  
COSUMNES COMMUNITY SERVICES DISTRICT  
AND  
OUTFRONT MEDIA LLC**

**PREAMBLE**

This billboard relocation agreement (“Agreement”), made as of the \_\_\_ day of \_\_\_\_\_, 2022, is by and between: Outfront Media LLC, a Delaware limited liability company, with its principal place of business located at 405 Lexington Avenue, New York, NY 10174 (“Outfront”), the City of Elk Grove, a California municipal corporation, with its primary business address at 8401 Laguna Palms Way, Elk Grove, California 95758 (the “City”) and the Cosumnes Community Services District, with its primary business address at 8820 Elk Grove Blvd, Elk Grove, California 95624 (the “CCSD”). The City, Outfront and CCSD may be referred to individually as a “Party” or collectively as the “Parties” or the “Parties to this Agreement.”

**RECITALS**

- A. Sections 5412, 5443, and other provisions of the Outdoor Advertising Act (Bus. & Profs. Code, § 5200 *et seq.*) encourage local governments and owners of billboards to enter into agreements providing for the removal of an existing advertising display and the construction of a new replacement display, known as relocation agreements, pursuant to which local governments can continue development in a planned manner without expenditure of public funds, while allowing the continued maintenance of private investment and a medium of public communication.
- B. The Elk Grove Municipal Code Section 23.47.020 provides that billboards may be relocated pursuant to a relocation agreement, provided that such relocation agreement is not contrary to State or Federal law.
- C. The California Department of Transportation (“Caltrans”) is the state agency responsible for the regulation of outdoor advertising displays and implementation of the Outdoor Advertising Act.
- D. The CCSD issued a Request for Proposal for Digital Billboards (the “RFP”) on February 14, 2020. The RFP sought proposals from billboard developers for the design, construction, management, and maintenance of digital billboard signs at major freeway gateways on properties owned or controlled by the CCSD. Pursuant to the RFP, the CCSD and billboard developer will work with the City to process the necessary planning entitlements that would allow for the installation of digital billboards on CCSD property.
- E. On June 12, 2020, Outfront submitted a proposal in response to the RFP. Following evaluation of all proposals, the CCSD selected Outfront as the winning proposal on August 6, 2020, as approved by the CCSD Board on October 7, 2020.
- F. Outfront is the owner of existing billboard structures and panels located within the City of Elk Grove (“Existing Billboards”), which are further described in **Exhibit A**.

- G. Outfront proposes to install a new digital billboard, the location and dimensions of which are further described in **Exhibit B** and depicted in **Exhibit C** (“New Billboard”), and, in consideration therefor, will commit to the demolition and removal of the Existing Billboards listed in **Exhibit A**. The installation of the New Billboard and removal of the Existing Billboards is collectively referred to herein as the “Project.”
- H. On \_\_\_\_\_, Outfront and the CCSD executed a Sign Location Lease (the “Lease”) for the exclusive use of a portion of real property owned by the CCSD and located in the City of Elk Grove, California, as further described and depicted in **Exhibit C** (the “Property”), with non-exclusive access over adjacent portions of such real property for the purposes of erecting, constructing, installing, placing, operating, maintaining, servicing, relocating and removing the New Billboard.
- I. The City has two (2) interstate highways as defined under Section 5215 of the Outdoor Advertising Act within its jurisdictional boundaries and the Property is located adjacent to an interstate highway, as further depicted in **Exhibit C**.
- J. In order to place the New Billboard, Outfront must obtain approvals from the City and permits from Caltrans under Section 5350, et seq. of the Outdoor Advertising Act that, *inter alia*, demonstrates compliance with Section 5408(c).
- K. On \_\_\_\_\_, Outfront submitted an application to the City for an amendment to the Elk Grove Municipal Code pertaining to electronic readerboard signs, and approval of a relocation agreement for the Project.
- L. Because the Project requires a discretionary approval by the City in the form of a relocation agreement and Municipal Code amendment, the Project is subject to the California Environmental Quality Act, Public Resources Code section 21000 *et seq.* (“CEQA”). Pursuant to CEQA, the City as lead agency, has caused to be prepared an Initial Study/[Mitigated] Negative Declaration (“IS/MND”) for the Project, which was circulated for public review and comment for a twenty (20) day period from \_\_\_\_\_, 2022 to \_\_\_\_\_ 2022.
- M. On \_\_\_\_\_, 2022, at a publicly noticed meeting, the City of Elk Grove Planning Commission (“Planning Commission”) held a duly noticed public hearing and considered Outfront’s application for an amendment to the Elk Grove Municipal Code pertaining to electronic readerboard signs and a relocation agreement for the Project as well as the proposed IS/MND that was prepared in connection therewith. After taking testimony and closing the public hearing, the Planning Commission deliberated and considered the matter, and recommended adoption of the IS/MND and approval of the Project.
- N. On \_\_\_\_\_, 2022, at a publicly noticed meeting, the City of Elk Grove City Council (“Council”) held a duly noticed public hearing and considered Outfront’s application for an amendment to the Elk Grove Municipal Code pertaining to electronic readerboard signs and a relocation agreement for the Project as well as the proposed IS/MND. After taking testimony and closing the public hearing, the Council deliberated and considered the matter, adopted the IS/MND, and approved the Project, as reflected in Resolution No. 2022-\_\_\_ and Ordinance No. \_\_\_\_\_.

- O. The City and Outfront anticipate that after the Effective Date (as defined below) of this Agreement, Outfront will seek from the City, CCSD, Caltrans, and any other public agencies having jurisdiction over aspect(s) of the Project, certain other implementing approvals, entitlements, and/or permits that are necessary or desirable for the Project including but not limited to the Caltrans Permit (defined below), demolition permits, and a building permit (hereinafter the “Subsequent Approvals”).
- P. As provided herein, the City and Outfront have reached mutual agreement and in exchange for a waiver and release of any and all claims of just compensation or other consideration by Outfront, if any is otherwise due to Outfront by the City or the CCSD in relation to removal of the Existing Billboards, the City, in accordance with the terms of this Agreement, grants Outfront the right to construct, install, relocate, maintain and operate the New Billboard subject to Outfront obtaining all Subsequent Approvals that may be required for the New Billboard.

NOW, THEREFORE, in consideration of the mutual promises herein contained, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

## **AGREEMENT PROVISIONS**

### **1. RECITALS**

The recitals above are true and correct and incorporated by reference into this Agreement.

### **2. DEFINITIONS.**

- A. “Caltrans Permit” shall mean approval(s) issued by Caltrans permitting Outfront to place and operate the New Billboard.
- B. The terms “demolish” or “demolition” shall mean the removal of sign faces, supporting structures, and all other above-grade portions of the Existing Billboards.
- C. “Effective Date” shall mean the date identified in Section 3 of this Agreement.
- D. “Existing Billboards” shall mean the existing billboard structures and faces that will be removed, as listed and described in more detail in **Exhibit A**, entitled “Existing Billboards,” attached hereto and incorporated herein by this reference.
- E. “Lease” shall mean the lease agreement described in Recital H.
- F. “Minimum Spacing Requirement” means the 500-foot distance that must exist between outdoor advertising displays located on the same side of any portion of an interstate highway or a primary highway that is a freeway, pursuant to Section 5408(c) of the Outdoor Advertising Act.
- G. “New Billboard” shall mean the new digital billboard to be installed, as described in more detail and at the location indicated in **Exhibit B**, entitled “New

Billboard,” attached hereto and incorporated herein by this reference, and depicted in **Exhibit C**, entitled “Site Plans for New Billboard,” attached hereto and incorporated herein by this reference.

- H. “Project” shall consist of the activities described in Recital G of this Agreement.
- I. The term “removal” shall mean the hauling away of all materials and debris resulting from demolition of the Existing Billboards so that no remnants of the sign structures for the Existing Billboards remain visible above ground.
- J. “Subsequent Approvals” shall have the same meaning as provided in Recital O of this Agreement.

### **3. TERM OF AGREEMENT**

This Agreement shall commence on the “Effective Date,” which is the date that the final signatory executes the Agreement. This Agreement shall remain in full force and effect for the duration of operation of the New Billboard (“Term”), unless terminated pursuant to Section 10 of this Agreement. Notwithstanding the above, this Agreement may be terminated pursuant to Section 10 of this Agreement, and certain rights and obligations listed in this Agreement shall survive beyond the Agreement’s termination date, as set forth in Sections 9, 10(D), 11, and 17 of this Agreement.

### **4. GOVERNMENT PERMITS**

- A. Outfront’s obligations to demolish and remove the Existing Billboards and install the New Billboard under this Agreement are contingent upon (i) Outfront receiving all Subsequent Approvals, and (ii) the foregoing Subsequent Approvals and this Agreement being final, irrevocable, and unappealable. Outfront shall, at its own expense and before commencement of demolition, construction, or development of any of the Existing Billboards or New Billboard, secure or cause to be secured all necessary Subsequent Approvals.
- B. The Parties agree that time is of the essence and further, that they will use best and reasonable efforts to cooperate in connection with any Subsequent Approvals required from governmental agencies other than the City, and City will use its best efforts to consider and, if warranted, to approve, in a timely manner, Outfront’s applications for Subsequent Approvals from the City. The Parties agree to act in good faith concerning any additional supportive documents, as necessary, for Outfront to seek and obtain the Subsequent Approvals described herein.
- C. Outfront shall apply for the Caltrans Permit within ten (10) days of obtaining the last of all other required Subsequent Approvals for the construction of the New Billboard.

## 5. DEMOLITION AND REMOVAL OF EXISTING BILLBOARDS.

- A. As partial consideration for the New Billboard installation, upon Outfront's receipt of a Caltrans Permit for a New Billboard, Outfront shall apply to City for a demolition permit for demolition and removal of the Existing Billboards listed in **Exhibit A**.
- B. After receipt of a City demolition permit for one or more Existing Billboards and within fifteen (15) calendar days of completion of construction of the New Billboard, Outfront shall commence demolition of one or more of the Existing Billboards in accordance with the provisions and requirements of the demolition permits and this Agreement, and shall have removed all materials and debris resulting from, and completed such demolition, no later than forty-five (45) calendar days of commencement of the demolition work. Outfront may not operate the New Billboard until demolition and removal of the Existing Billboards identified in **Exhibit A** is complete. Testing of the New Billboard shall not constitute operating the New Billboard. Testing for the New Billboard may only occur within the hours of 8:00 a.m. to 5:00 p.m. PST and shall not exceed twenty-four hours collectively.
- C. At such time as the removal of the Existing Billboards is completed and the New Billboard has been installed and are operational, Outfront shall cause all licenses, permits, and leases which it holds for the operation of the Existing Billboards to be surrendered or terminated.

## 6. INSTALLATION OF THE NEW BILLBOARD

- A. After obtaining all required government permits pursuant to Section 4(A) of this Agreement, Outfront may install the New Billboard, as depicted in the site plans attached hereto as **Exhibit C**.
- B. If Outfront is unable to obtain all required Subsequent Approvals for the New Billboard, Outfront may request an amendment to **Exhibit C** to adjust the location of the New Billboard and an amendment to **Exhibit A** to modify the list of Existing Billboards identified for removal.
- C. Outfront shall be responsible for installing, operating and maintaining the New Billboard in full compliance with this Agreement and all applicable federal, state, and local laws.
- D. In return for demolition and removal of the Existing Billboards, City hereby agrees that Outfront shall have the right to construct the New Billboard in accordance with this Agreement and with dimensions not exceeding one thousand three hundred and forty-four (1,344) square feet for the total square footage of the digital sign faces of the New Billboard, such that the square footage of the digital sign faces of the New Billboard do not exceed the square footage of the sign faces of the demolished and removed Existing Billboards.

## **7. PUBLIC SERVICE ANNOUNCEMENTS**

During the Term of this Agreement, the City and CCSD shall have the right to place public service announcements on each digital sign face of the New Billboard at no cost; provided, however, that such public service announcements shall be limited to a maximum of one (1) of every nine (9) clicks per sign face, or eleven percent (11%) of all advertising clicks per sign face to be shared by City and CCSD (“Public Service Announcements”). City and CCSD shall separately determine how to allot Public Service Announcements as between the two public agencies. In addition to the Public Service Announcements, Outfront shall utilize the advertising space on the New Billboard for regional emergency announcements and alerts at no cost to City or CCSD.

## **8. COSTS**

Outfront shall be responsible for all costs incurred in connection with the Project including, but not limited to, obtaining all necessary Subsequent Approvals. Notwithstanding the foregoing, Outfront shall not be obligated to pay, and CCSD shall be solely liable, for all costs incurred by CCSD in connection with the preparation and execution of this Agreement, including without limitation CCSD’s attorney’s fees.

## **9. HOLD HARMLESS/INDEMNIFICATION/WAIVER AND RELEASE.**

- A. To the fullest extent permitted by law, Outfront agrees to protect, defend, hold harmless and indemnify the City and CCSD and its officers, agents, and employees from and against any claim, injury, liability, loss, cost, and/or expense or damage, including, without limitation, reasonable attorney expenses and fees, for which City or CCSD shall become liable, or for which liability is claimed, arising from the negligent or wrongful acts or omissions of Outfront, its contractors, subcontractors, and their employees, or agents with respect to or in any way connected with the demolition and removal of the Existing Billboards and the construction, operation, and removal of the New Billboard, including any action challenging a decision by the City and/or CCSD in granting an Approval or approving this Agreement, whereas counsel shall be reasonably acceptable to both parties. This Section 9 shall survive any termination of this Agreement.
- B. In consideration for the City’s and CCSD’s agreement to allow Outfront to develop the New Billboard as provided herein and completion of construction of the New Billboard, Outfront, on behalf of its predecessors, successors and assigns, hereby waives and releases the City, CCSD, and their employees, officers, elected officials, agents, successors and assigns from liability relating to any and all actions, causes of action, claims, demands, damages, costs, liens, expenses, liabilities, defenses, lost profits, lost revenues or rents, lost opportunity, loss of business goodwill, loss of machinery, loss of leasehold value (bonus value), loss of fixtures or equipment, loss of improvements pertaining to realty, pre-condemnation damages or damages related to unreasonable conduct, severance damages, relocation benefits, attorney’s fees and debts whatsoever, in law or equity, it has or may have, arising out of or relating to this Agreement, including but not limited to, the Subsequent Approvals, the removal of the Existing Billboards and the installation of the New Billboard. This waiver and

release includes any claims made or arising under the California Outdoor Advertising Act, the California Constitution, the federal Highway Beautification Act of 1965, or the United States Constitution. Outfront acknowledges that it has read Section 1542 of the California Civil Code, which provides as follows:

A general release does not extend to claims that the creditor or releasing party does not know or suspect to exist in his or her favor at the time of executing the release and that, if known by him or her, would have materially affected his or her settlement with the debtor or released party.

Outfront hereby expressly waives any right or benefit which it might have under Section 1542 of the Civil Code. Outfront understands and agrees that by signing this Agreement, it is giving up any and all claims that it may have against the City, including claims that it may not presently know or suspect to exist.

## **10. DEFAULT AND TERMINATION OF AGREEMENT.**

- A. In the event that a Party is in default under the terms of this Agreement, the aggrieved non-defaulting Party shall deliver written notice thereof to the defaulting Party, and said Party may cure such failure within thirty (30) days of receipt of such notice provided that for any non-monetary default, if a cure cannot reasonably be effected within said thirty (30) day period, the defaulting party may continue such cure past said thirty (30) day period, provided it commences such cure within said thirty (30) day period and diligently pursues such cure to completion. If the defaulting Party fails to, in good faith, cure such failure pursuant to this Section 10.A, the non-defaulting Party may, upon written notice, terminate this Agreement.
- B. Outfront retains the right to terminate the Agreement in the event that: (i) there is a legal challenge that is filed in court challenging this Agreement or any Subsequent Approvals; or (ii) in Outfront's reasonable discretion, Outfront is unable to obtain the requisite Subsequent Approvals within one hundred and eighty (180) days of the Effective Date of this Agreement.
- C. If Outfront is prevented by law or government order from constructing the New Billboard, operating the New Billboard (unless such prevention of operation is due to Outfront's violation of applicable law or regulation or default under the terms of the Leases), or otherwise implementing the Project, including but not limited to by the failure of government agencies to issue all Subsequent Approvals, then upon written notice this Agreement shall terminate.
- D. Within ninety (90) days of the termination date of this Agreement, Outfront shall, at its sole cost and expense, secure all required permits to, and shall, remove the New Billboard. The New Billboard shall be deemed to have been satisfactorily removed for purposes of this section so long as no remnants of the sign structures remain visible above ground.

**11. BINDING ON SUCCESSORS AND ASSIGNS.**

The Parties bind themselves and their successors, executors, administrators, heirs, executors, and assigns to all covenants of this Agreement.

**12. NO THIRD PARTY BENEFICIARY.**

This Agreement shall not be construed to be an agreement for the benefit of any third party or parties and no third party or parties shall have any claim or right of action under this Agreement for any cause whatsoever.

**13. AMENDMENTS.**

This Agreement may be amended only with the written consent of the Parties.

**14. INTEGRATED DOCUMENT.**

This Agreement is a fully integrated agreement and sets forth the entire understanding between the Parties with respect to the matters stated in this Agreement and supersedes any and all prior agreements or understanding between the Parties, whether oral or written but shall not be deemed to supersede or amend the Leases.

**15. SEVERABILITY.**

In case any one or more of the provisions in this Agreement shall, for any reason, be held invalid, illegal or unenforceable in any respect, it shall not affect the validity of the other provisions, which shall remain in full force and effect.

**16. WAIVER.**

No breach of the provisions of this Agreement can be waived except expressly and in writing. No waiver of any breach of this Agreement, or any provision contained herein, will be deemed a waiver of any preceding or succeeding breach thereto or of any other agreement or provision herein contained. No extension of time for performance of any obligation or act will be deemed an extension of the time for performance of any other obligations or act.

**17. NOTICES.**

Any communication or notice which either party is required to send to the other or which either party desires to send to the other, shall be in writing and shall be either personally delivered, sent by electronic mail (e-mail) or mailed using the United States Postal Service, postage prepaid, return receipt requested, by a recognized overnight courier service or by facsimile. All notices to the Parties shall, unless otherwise requested in writing, be sent as follows:



To City:

City of Elk Grove  
8401 Laguna Palms Way  
Elk Gove, CA 95758  
Attn: Darren Wilson, Development Services Director  
Email: dwilson@elkgrovecity.org

With a copy to:

City of Elk Grove  
8401 Laguna Palms Way  
Elk Gove, CA 95758  
Attn: Jonathan Hobbs, City Attorney  
Email: jhobbs@elkgrovecity.org

To CCSD:

Cosumnes Community Services District  
8820 Elk Grove Blvd  
Elk Grove, CA 95624  
Attn: Nitish Sharma, Chief Administrative Officer  
Email: NitishSharma@yourcsd.com

With a copy to:

Cosumnes Community Services District  
8820 Elk Grove Blvd.  
Elk Grove, CA 95624  
Attn: Sigrid Asmundson, District Counsel  
Email: SigridAsmundson@yourcsd.com

To Outfront addressed as follows:

OUTFRONT Media LLC  
Attention: General Manager  
2512 River Plaza Drive, 1<sup>st</sup> Floor  
Sacramento, CA 95833

With a copy to:

Rich Sauer  
EVP, General Counsel  
Outfront Media  
405 Lexington Avenue  
New York, NY 10174  
Email: richard.sauer@outfrontmedia.com

and

Miller Starr Regalia  
Attention: Anthony Leones  
1331 N. California Boulevard, Fifth Floor  
Walnut Creek, CA 94596  
Email: tony.leones@msrlegal.com

If notice is sent via facsimile or email, a signed, hard copy of the material shall also be mailed. The workday that the facsimile or email was sent shall control the date notice was deemed given if there is a facsimile machine generated document on the date of transmission; provided, however, that if such facsimile is sent after 5:00 p.m. Pacific Time on a business day or anytime on a non-business day, then such facsimile shall be deemed received on the next business day.

**18. LAW GOVERNING CONTRACT AND VENUE.**

This Agreement shall be governed and construed in accordance with the statutes and laws of the State of California. The venue of any suit filed by either Party shall be vested in the state courts of the County of Sacramento, or if appropriate, in the United States District Court, Eastern District of California, Sacramento, California.

**19. INTERPRETATION AND CONSTRUCTION.**

- A. The Parties represent and declare that, in executing this Agreement, they relied solely upon their own judgment, belief and knowledge, and that they have obtained the advice and recommendations of their own independently selected counsel concerning the nature, extent or duration of their rights and claims; and that they have not been influenced to any extent whatsoever in executing this Agreement by any representations or statements not expressly contained or referred to in this Agreement.
- B. The preparation of this Agreement has been a joint effort of the Parties, and thus any term or provision contained herein may not be construed more strictly or liberally for or against any of the Parties.
- C. The captions of the various sections, paragraphs and subparagraphs of this Agreement are for convenience only and shall not be considered or referred to in resolving questions of interpretation.

**20. MEDIATION.**

The parties agree that prior to any party filing a legal action concerning a dispute arising under this Agreement, the parties agree any and all disputes, claims or controversies arising out of or relating to this Agreement shall be submitted to non-binding mediation with a mediator mutually selected by the parties. The parties agree that this provision of the Agreement shall be specifically enforceable. The parties shall equally share the cost of such mediation. Notwithstanding the foregoing, nothing herein shall preclude any

Party from seeking provisional injunctive or equitable relief from a court of competent jurisdiction including, without limitation, a temporary restraining order and/or a preliminary injunction to the extent a Party hereto deems it reasonably necessary to protect its interests, without first proceeding to mediation.

**21. COUNTERPARTS.**

This Agreement may be executed in counterparts, each of which shall be deemed to be an original, but both of which shall constitute one and the same instrument.

**22. AUTHORITY TO EXECUTE.**

The Parties agree that signatures on this Agreement, including those transmitted by facsimile or email, shall be sufficient to bind the Parties. Outfront represents that Outfront's signatory to this Agreement is authorized by resolution, bylaws, constitution, or other authorization of Outfront, which resolution, bylaw, constitution, or other authorization is currently in full force and effect, to execute this Agreement on Outfront's behalf. The City and CCSD similarly represent that the signatories below are authorized by resolution, ordinance, or other authorization to sign this Agreement on their behalf and to take any other action necessary to implement this Agreement.

The Parties acknowledge and accept the terms and conditions of this Agreement as evidenced by the following signatures of their duly authorized representatives.

*[signatures on following page]*

**CITY OF ELK GROVE**

Dated: \_\_\_\_\_

By: \_\_\_\_\_

Name: Jason Behrmann

Title: City Manager

Local Address: 8401 Laguna Palms Way, Elk Grove, CA 95758

Email Address: jbehrmann@elkgrovecity.org

Telephone: (916) 683-7111

Fax: (916) 627-4100

**APPROVED AS TO FORM:**

Dated: \_\_\_\_\_

Signature: \_\_\_\_\_

Name: Jonathan P. Hobbs

Title: City Attorney

**ATTEST:**

Dated: \_\_\_\_\_

Signature: \_\_\_\_\_

Name: Jason Lindgren

Title: City Clerk

**COSUMNES COMMUNITY SERVICES DISTRICT**

Dated: \_\_\_\_\_

By: \_\_\_\_\_

Name: Joshua Green

Title: General Manager

Local Address: 8820 Elk Grove Blvd., Elk Grove, CA 95624

Email Address: JoshuaGreen@yourcsd.com

Telephone: ( )

Fax: ( )

APPROVED AS TO FORM:

Dated: \_\_\_\_\_

Signature: \_\_\_\_\_

Name: Sigrid Asmundson

Title: District Counsel

ATTEST:

Dated: \_\_\_\_\_

Signature: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

**OUTFRONT MEDIA, LLC**  
a Delaware limited liability company

Dated: \_\_\_\_\_

By: \_\_\_\_\_

Name: Bobby Gill

Title: General Manager

Local Address: 2512 River Plaza Drive, 1st Floor, Sacramento, CA 95833

Email Address: Bobby.gill@outfrontmedia.com

Telephone: (209) 390-1812

Fax: (209) 466-6013

BILLBOARD RELOCATION AGREEMENT  
BY AND BETWEEN THE  
CITY OF ELK GROVE, CALIFORNIA,  
THE COSUMNES COMMUNITY SERVICES DISTRICT  
AND OUTFRONT MEDIA LLC

**EXHIBIT A**

**EXISTING BILLBOARDS**

Outfront shall remove the following Existing Billboards in accordance with the terms and conditions of this Agreement:

1. **Grant Line Road (Dual Faced) – APN 134-0181-029-0000**
  - A. Board #002816 – N/L Grant Line Rd 1 Mile East Hwy 99 - West-Bound– 12’ x 24’
  - B. Board #002815 – N/L Grant Line Rd 1 Mile East Hwy 99 - East Bound – 12’ x 24’
2. **Highway 99 (Single Face) – APNs 134-0670-031 & 134-0670-032- Board #040545 – E/L Hwy 99 1.6 Mile South Elk Grove Blvd. – South Bound – 12’ x 40’**
3. **Highway 99 (Single Face) – APN 134-0620-022-0000 – Board #40660D – E/L Hwy 99 1500’ N/O Grant Line Rd – East Bound – 12’ x 40’**

BILLBOARD RELOCATION AGREEMENT  
BY AND BETWEEN THE  
CITY OF ELK GROVE, CALIFORNIA,  
THE COSUMNES COMMUNITY SERVICES DISTRICT  
AND OUTFRONT MEDIA LLC

**EXHIBIT B**

**NEW BILLBOARD**

Outfront is permitted to construct, install, maintain and operate the New Billboard identified in Exhibit C of this Agreement in accordance with: (1) the terms and conditions of this Agreement, as it may be amended from time to time; (2) the terms and conditions of the applicable Lease, as it may be amended from time to time; and (3) plans and specifications lawfully conditioned and adopted through any applicable governmental approval processes. The New Billboard also shall have the following characteristics:

- The maximum ambient light output level shall be 0.3 foot-candles at a distance of 250 linear feet from the New Billboard. Light levels emitted from the New Billboard will be set to adjust based upon ambient light conditions at any time (i.e., nighttime versus daytime).
- The New Billboard may cycle through a rotation of non-flashing, non-moving digital images, which shall not change any faster than one (1) image every eight (8) seconds.
- The New Billboard, including the sign structure and/or sign, shall not exceed eighty (80) feet above ground level and the maximum height of the display face shall not exceed sixty-eight (68) feet.
- Each individual digital sign face on the New Billboard shall not exceed fourteen (14) by forty-eight (48) feet, for a total maximum square footage of one thousand three hundred and forty-four (1,344) square feet for the combined digital sign faces on the New Billboard.

BILLBOARD RELOCATION AGREEMENT  
BY AND BETWEEN THE  
CITY OF ELK GROVE, CALIFORNIA,  
THE COSUMNES COMMUNITY SERVICES DISTRICT  
AND OUTFRONT MEDIA LLC

**EXHIBIT C**

**SITE PLANS FOR NEW BILLBOARD**



# Appendix B

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## Air Quality, Greenhouse Gas Emissions, and Energy Calculations



Outfront Media Billboard Relocation Project - Sacramento County, Summer

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

**Outfront Media Billboard Relocation Project  
Sacramento 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	0.10	4,356.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	3.5	<b>Precipitation Freq (Days)</b>	58
<b>Climate Zone</b>	6			<b>Operational Year</b>	2022
<b>Utility Company</b>	Sacramento Municipal Utility District				
<b>CO2 Intensity (lb/MWhr)</b>	357.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics - Outfront Media Billboard Relocation Project

Land Use - Project assumed to disturb no more than 0.1-acre.

Construction Phase - Demo of old billboards assumed to take 3 days. New billboard construction assumed to take 7 days.

Off-road Equipment - Updated equipment per applicant.

Trips and VMT - Updated vehicle trips per applicant. Vehicles assumed for demo include 1 cement truck and 1 haul truck per billboard to be demoed

Off-road Equipment - Equipment based on applicant input

Off-road Equipment - Equipment assumed to be required for old billboard demo

Demolition - Conservatively assumed 1 ton per billboard

Road Dust -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	7.00

Outfront Media Billboard Relocation Project - Sacramento County, Summer

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

tblConstructionPhase	NumDays	10.00	3.00
tblLandUse	LandUseSquareFeet	0.00	4,356.00
tblLandUse	LotAcreage	0.00	0.10
tblOffRoadEquipment	OffRoadEquipmentType		Cranes
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblTripsAndVMT	HaulingTripNumber	0.00	12.00
tblTripsAndVMT	HaulingTripNumber	0.00	6.00
tblTripsAndVMT	VendorTripNumber	1.00	10.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	WorkerTripNumber	1.00	10.00

**2.0 Emissions Summary**

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Outfront Media Billboard Relocation Project - Sacramento County, Summer

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

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1043	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1043</b>	<b>0.0000</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>2.2000e-004</b>	<b>2.2000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>2.3000e-004</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1043	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1043</b>	<b>0.0000</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>2.2000e-004</b>	<b>2.2000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>2.3000e-004</b>

Outfront Media Billboard Relocation Project - Sacramento County, Summer

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	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	Construction of new billboard	Building Construction	9/1/2022	9/10/2022	5	7	
2	Demo of old billboards	Demolition	9/1/2022	9/5/2022	5	3	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

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

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Construction of new billboard	Bore/Drill Rigs	1	4.00	221	0.50
Construction of new billboard	Cranes	2	4.00	231	0.29
Construction of new billboard	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Demo of old billboards	Concrete/Industrial Saws	1	8.00	81	0.73
Construction of new billboard	Forklifts	0	6.00	89	0.20
Demo of old billboards	Rubber Tired Dozers	0	1.00	247	0.40
Demo of old billboards	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demo of old billboards	Cranes	1	4.00	231	0.29

**Trips and VMT**

Outfront Media Billboard Relocation Project - Sacramento County, Summer

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

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
Construction of new billboard	4	10.00	10.00	12.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Demo of old billboards	3	8.00	2.00	6.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

**3.2 Construction of new billboard - 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	0.6292	6.7837	4.8711	0.0132		0.2890	0.2890		0.2659	0.2659		1,279.1948	1,279.1948	0.4137		1,289.5378
<b>Total</b>	<b>0.6292</b>	<b>6.7837</b>	<b>4.8711</b>	<b>0.0132</b>		<b>0.2890</b>	<b>0.2890</b>		<b>0.2659</b>	<b>0.2659</b>		<b>1,279.1948</b>	<b>1,279.1948</b>	<b>0.4137</b>		<b>1,289.5378</b>



Outfront Media Billboard Relocation Project - Sacramento County, Summer

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

**3.2 Construction of new billboard - 2022**

**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	7.1200e-003	0.2980	0.0585	1.1100e-003	0.0299	2.5700e-003	0.0325	8.1900e-003	2.4600e-003	0.0107		121.4297	121.4297	4.8800e-003	0.0193	127.2875
Vendor	0.0216	0.5447	0.1640	1.9700e-003	0.0603	5.2900e-003	0.0656	0.0173	5.0600e-003	0.0224		211.6191	211.6191	5.5300e-003	0.0310	220.9925
Worker	0.0362	0.0183	0.2954	7.2000e-004	0.0761	4.1000e-004	0.0765	0.0202	3.8000e-004	0.0206		72.6055	72.6055	2.1700e-003	1.8900e-003	73.2224
<b>Total</b>	<b>0.0650</b>	<b>0.8610</b>	<b>0.5179</b>	<b>3.8000e-003</b>	<b>0.1662</b>	<b>8.2700e-003</b>	<b>0.1745</b>	<b>0.0457</b>	<b>7.9000e-003</b>	<b>0.0536</b>		<b>405.6543</b>	<b>405.6543</b>	<b>0.0126</b>	<b>0.0521</b>	<b>421.5024</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6292	6.7837	4.8711	0.0132		0.2890	0.2890		0.2659	0.2659	0.0000	1,279.1948	1,279.1948	0.4137		1,289.5378
<b>Total</b>	<b>0.6292</b>	<b>6.7837</b>	<b>4.8711</b>	<b>0.0132</b>		<b>0.2890</b>	<b>0.2890</b>		<b>0.2659</b>	<b>0.2659</b>	<b>0.0000</b>	<b>1,279.1948</b>	<b>1,279.1948</b>	<b>0.4137</b>		<b>1,289.5378</b>

Outfront Media Billboard Relocation Project - Sacramento County, Summer

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

**3.2 Construction of new billboard - 2022**

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	7.1200e-003	0.2980	0.0585	1.1100e-003	0.0299	2.5700e-003	0.0325	8.1900e-003	2.4600e-003	0.0107		121.4297	121.4297	4.8800e-003	0.0193	127.2875
Vendor	0.0216	0.5447	0.1640	1.9700e-003	0.0603	5.2900e-003	0.0656	0.0173	5.0600e-003	0.0224		211.6191	211.6191	5.5300e-003	0.0310	220.9925
Worker	0.0362	0.0183	0.2954	7.2000e-004	0.0761	4.1000e-004	0.0765	0.0202	3.8000e-004	0.0206		72.6055	72.6055	2.1700e-003	1.8900e-003	73.2224
<b>Total</b>	<b>0.0650</b>	<b>0.8610</b>	<b>0.5179</b>	<b>3.8000e-003</b>	<b>0.1662</b>	<b>8.2700e-003</b>	<b>0.1745</b>	<b>0.0457</b>	<b>7.9000e-003</b>	<b>0.0536</b>		<b>405.6543</b>	<b>405.6543</b>	<b>0.0126</b>	<b>0.0521</b>	<b>421.5024</b>

**3.3 Demo of old billboards - 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					0.0223	0.0000	0.0223	3.3800e-003	0.0000	3.3800e-003			0.0000			0.0000
Off-Road	0.6677	6.1500	6.2893	0.0115		0.3046	0.3046		0.2923	0.2923		1,098.0090	1,098.0090	0.1958		1,102.9032
<b>Total</b>	<b>0.6677</b>	<b>6.1500</b>	<b>6.2893</b>	<b>0.0115</b>	<b>0.0223</b>	<b>0.3046</b>	<b>0.3269</b>	<b>3.3800e-003</b>	<b>0.2923</b>	<b>0.2957</b>		<b>1,098.0090</b>	<b>1,098.0090</b>	<b>0.1958</b>		<b>1,102.9032</b>

Outfront Media Billboard Relocation Project - Sacramento County, Summer

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

**3.3 Demo of old billboards - 2022**

**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	8.3100e-003	0.3477	0.0683	1.3000e-003	0.0349	3.0000e-003	0.0379	9.5500e-003	2.8700e-003	0.0124		141.6679	141.6679	5.6900e-003	0.0225	148.5020
Vendor	4.3300e-003	0.1089	0.0328	3.9000e-004	0.0121	1.0600e-003	0.0131	3.4700e-003	1.0100e-003	4.4800e-003		42.3238	42.3238	1.1100e-003	6.2000e-003	44.1985
Worker	0.0290	0.0146	0.2363	5.7000e-004	0.0609	3.3000e-004	0.0612	0.0161	3.0000e-004	0.0165		58.0844	58.0844	1.7400e-003	1.5100e-003	58.5779
<b>Total</b>	<b>0.0416</b>	<b>0.4713</b>	<b>0.3374</b>	<b>2.2600e-003</b>	<b>0.1078</b>	<b>4.3900e-003</b>	<b>0.1122</b>	<b>0.0292</b>	<b>4.1800e-003</b>	<b>0.0334</b>		<b>242.0761</b>	<b>242.0761</b>	<b>8.5400e-003</b>	<b>0.0302</b>	<b>251.2785</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0223	0.0000	0.0223	3.3800e-003	0.0000	3.3800e-003			0.0000			0.0000
Off-Road	0.6677	6.1500	6.2893	0.0115		0.3046	0.3046		0.2923	0.2923	0.0000	1,098.0090	1,098.0090	0.1958		1,102.9032
<b>Total</b>	<b>0.6677</b>	<b>6.1500</b>	<b>6.2893</b>	<b>0.0115</b>	<b>0.0223</b>	<b>0.3046</b>	<b>0.3269</b>	<b>3.3800e-003</b>	<b>0.2923</b>	<b>0.2957</b>	<b>0.0000</b>	<b>1,098.0090</b>	<b>1,098.0090</b>	<b>0.1958</b>		<b>1,102.9032</b>

Outfront Media Billboard Relocation Project - Sacramento County, Summer

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

**3.3 Demo of old billboards - 2022**

**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	8.3100e-003	0.3477	0.0683	1.3000e-003	0.0349	3.0000e-003	0.0379	9.5500e-003	2.8700e-003	0.0124		141.6679	141.6679	5.6900e-003	0.0225	148.5020
Vendor	4.3300e-003	0.1089	0.0328	3.9000e-004	0.0121	1.0600e-003	0.0131	3.4700e-003	1.0100e-003	4.4800e-003		42.3238	42.3238	1.1100e-003	6.2000e-003	44.1985
Worker	0.0290	0.0146	0.2363	5.7000e-004	0.0609	3.3000e-004	0.0612	0.0161	3.0000e-004	0.0165		58.0844	58.0844	1.7400e-003	1.5100e-003	58.5779
<b>Total</b>	<b>0.0416</b>	<b>0.4713</b>	<b>0.3374</b>	<b>2.2600e-003</b>	<b>0.1078</b>	<b>4.3900e-003</b>	<b>0.1122</b>	<b>0.0292</b>	<b>4.1800e-003</b>	<b>0.0334</b>		<b>242.0761</b>	<b>242.0761</b>	<b>8.5400e-003</b>	<b>0.0302</b>	<b>251.2785</b>

Outfront Media Billboard Relocation Project - Sacramento County, Summer

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

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

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

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	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**

Land Use	Miles			Trip %			Trip Purpose %		
	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	10.00	5.00	6.50	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	0.533791	0.057123	0.184281	0.135575	0.027572	0.006193	0.013718	0.009254	0.000996	0.000529	0.026266	0.001028	0.003673

Outfront Media Billboard Relocation Project - Sacramento County, Summer

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

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

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

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

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

Outfront Media Billboard Relocation Project - Sacramento County, Summer

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

**5.2 Energy by Land Use - NaturalGas**

Mitigated

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

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1043	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Unmitigated	0.1043	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004

Outfront Media Billboard Relocation Project - Sacramento County, Summer

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

**6.2 Area by SubCategory**

**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0111					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0932					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
<b>Total</b>	<b>0.1043</b>	<b>0.0000</b>	<b>1.0000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>2.2000e-004</b>	<b>2.2000e-004</b>	<b>0.0000</b>		<b>2.3000e-004</b>



Outfront Media Billboard Relocation Project - Sacramento County, Summer

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

**6.2 Area by SubCategory**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0111					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0932					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
<b>Total</b>	<b>0.1043</b>	<b>0.0000</b>	<b>1.0000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>2.2000e-004</b>	<b>2.2000e-004</b>	<b>0.0000</b>		<b>2.3000e-004</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

Outfront Media Billboard Relocation Project - Sacramento County, Summer

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

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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

**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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Outfront Media Billboard Relocation Project - Sacramento County, Winter

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

**Outfront Media Billboard Relocation Project**

**Sacramento 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	0.10	4,356.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	3.5	<b>Precipitation Freq (Days)</b>	58
<b>Climate Zone</b>	6			<b>Operational Year</b>	2022
<b>Utility Company</b>	Sacramento Municipal Utility District				
<b>CO2 Intensity (lb/MWhr)</b>	357.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics - Outfront Media Billboard Relocation Project

Land Use - Project assumed to disturb no more than 0.1-acre.

Construction Phase - Demo of old billboards assumed to take 3 days. New billboard construction assumed to take 7 days.

Off-road Equipment - Updated equipment per applicant.

Trips and VMT - Updated vehicle trips per applicant. Vehicles assumed for demo include 1 cement truck and 1 haul truck per billboard to be demoed

Off-road Equipment - Equipment based on applicant input

Off-road Equipment - Equipment assumed to be required for old billboard demo

Demolition - Conservatively assumed 1 ton per billboard

Road Dust -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	7.00

Outfront Media Billboard Relocation Project - Sacramento County, Winter

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

tblConstructionPhase	NumDays	10.00	3.00
tblLandUse	LandUseSquareFeet	0.00	4,356.00
tblLandUse	LotAcreage	0.00	0.10
tblOffRoadEquipment	OffRoadEquipmentType		Cranes
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblTripsAndVMT	HaulingTripNumber	0.00	12.00
tblTripsAndVMT	HaulingTripNumber	0.00	6.00
tblTripsAndVMT	VendorTripNumber	1.00	10.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	WorkerTripNumber	1.00	10.00

**2.0 Emissions Summary**

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Outfront Media Billboard Relocation Project - Sacramento County, Winter

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

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1043	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1043</b>	<b>0.0000</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>2.2000e-004</b>	<b>2.2000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>2.3000e-004</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1043	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.1043</b>	<b>0.0000</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>2.2000e-004</b>	<b>2.2000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>2.3000e-004</b>

Outfront Media Billboard Relocation Project - Sacramento County, Winter

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	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	Construction of new billboard	Building Construction	9/1/2022	9/10/2022	5	7	
2	Demo of old billboards	Demolition	9/1/2022	9/5/2022	5	3	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

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

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Construction of new billboard	Bore/Drill Rigs	1	4.00	221	0.50
Construction of new billboard	Cranes	2	4.00	231	0.29
Construction of new billboard	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Demo of old billboards	Concrete/Industrial Saws	1	8.00	81	0.73
Construction of new billboard	Forklifts	0	6.00	89	0.20
Demo of old billboards	Rubber Tired Dozers	0	1.00	247	0.40
Demo of old billboards	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demo of old billboards	Cranes	1	4.00	231	0.29

**Trips and VMT**

Outfront Media Billboard Relocation Project - Sacramento County, Winter

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

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
Construction of new billboard	4	10.00	10.00	12.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Demo of old billboards	3	8.00	2.00	6.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

**3.2 Construction of new billboard - 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	0.6292	6.7837	4.8711	0.0132		0.2890	0.2890		0.2659	0.2659		1,279.1948	1,279.1948	0.4137		1,289.5378
<b>Total</b>	<b>0.6292</b>	<b>6.7837</b>	<b>4.8711</b>	<b>0.0132</b>		<b>0.2890</b>	<b>0.2890</b>		<b>0.2659</b>	<b>0.2659</b>		<b>1,279.1948</b>	<b>1,279.1948</b>	<b>0.4137</b>		<b>1,289.5378</b>



Outfront Media Billboard Relocation Project - Sacramento County, Winter

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

**3.2 Construction of new billboard - 2022**

**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	6.9300e-003	0.3219	0.0597	1.1100e-003	0.0299	2.5800e-003	0.0325	8.1900e-003	2.4700e-003	0.0107		121.4472	121.4472	4.8700e-003	0.0193	127.3058
Vendor	0.0213	0.5850	0.1713	1.9700e-003	0.0603	5.3300e-003	0.0656	0.0173	5.1000e-003	0.0224		211.5945	211.5945	5.5100e-003	0.0310	220.9827
Worker	0.0320	0.0225	0.2558	6.4000e-004	0.0761	4.1000e-004	0.0765	0.0202	3.8000e-004	0.0206		64.5606	64.5606	2.4800e-003	2.1700e-003	65.2686
<b>Total</b>	<b>0.0602</b>	<b>0.9294</b>	<b>0.4868</b>	<b>3.7200e-003</b>	<b>0.1662</b>	<b>8.3200e-003</b>	<b>0.1745</b>	<b>0.0457</b>	<b>7.9500e-003</b>	<b>0.0537</b>		<b>397.6022</b>	<b>397.6022</b>	<b>0.0129</b>	<b>0.0525</b>	<b>413.5571</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6292	6.7837	4.8711	0.0132		0.2890	0.2890		0.2659	0.2659	0.0000	1,279.1948	1,279.1948	0.4137		1,289.5378
<b>Total</b>	<b>0.6292</b>	<b>6.7837</b>	<b>4.8711</b>	<b>0.0132</b>		<b>0.2890</b>	<b>0.2890</b>		<b>0.2659</b>	<b>0.2659</b>	<b>0.0000</b>	<b>1,279.1948</b>	<b>1,279.1948</b>	<b>0.4137</b>		<b>1,289.5378</b>

Outfront Media Billboard Relocation Project - Sacramento County, Winter

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

**3.2 Construction of new billboard - 2022**

**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	6.9300e-003	0.3219	0.0597	1.1100e-003	0.0299	2.5800e-003	0.0325	8.1900e-003	2.4700e-003	0.0107		121.4472	121.4472	4.8700e-003	0.0193	127.3058
Vendor	0.0213	0.5850	0.1713	1.9700e-003	0.0603	5.3300e-003	0.0656	0.0173	5.1000e-003	0.0224		211.5945	211.5945	5.5100e-003	0.0310	220.9827
Worker	0.0320	0.0225	0.2558	6.4000e-004	0.0761	4.1000e-004	0.0765	0.0202	3.8000e-004	0.0206		64.5606	64.5606	2.4800e-003	2.1700e-003	65.2686
<b>Total</b>	<b>0.0602</b>	<b>0.9294</b>	<b>0.4868</b>	<b>3.7200e-003</b>	<b>0.1662</b>	<b>8.3200e-003</b>	<b>0.1745</b>	<b>0.0457</b>	<b>7.9500e-003</b>	<b>0.0537</b>		<b>397.6022</b>	<b>397.6022</b>	<b>0.0129</b>	<b>0.0525</b>	<b>413.5571</b>

**3.3 Demo of old billboards - 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					0.0223	0.0000	0.0223	3.3800e-003	0.0000	3.3800e-003			0.0000			0.0000
Off-Road	0.6677	6.1500	6.2893	0.0115		0.3046	0.3046		0.2923	0.2923		1,098.0090	1,098.0090	0.1958		1,102.9032
<b>Total</b>	<b>0.6677</b>	<b>6.1500</b>	<b>6.2893</b>	<b>0.0115</b>	<b>0.0223</b>	<b>0.3046</b>	<b>0.3269</b>	<b>3.3800e-003</b>	<b>0.2923</b>	<b>0.2957</b>		<b>1,098.0090</b>	<b>1,098.0090</b>	<b>0.1958</b>		<b>1,102.9032</b>

Outfront Media Billboard Relocation Project - Sacramento County, Winter

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

**3.3 Demo of old billboards - 2022**

**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	8.0800e-003	0.3756	0.0697	1.3000e-003	0.0349	3.0100e-003	0.0379	9.5500e-003	2.8800e-003	0.0124		141.6884	141.6884	5.6800e-003	0.0225	148.5235
Vendor	4.2500e-003	0.1170	0.0343	3.9000e-004	0.0121	1.0700e-003	0.0131	3.4700e-003	1.0200e-003	4.4900e-003		42.3189	42.3189	1.1000e-003	6.2100e-003	44.1965
Worker	0.0256	0.0180	0.2047	5.1000e-004	0.0609	3.3000e-004	0.0612	0.0161	3.0000e-004	0.0165		51.6485	51.6485	1.9900e-003	1.7300e-003	52.2148
<b>Total</b>	<b>0.0379</b>	<b>0.5106</b>	<b>0.3086</b>	<b>2.2000e-003</b>	<b>0.1078</b>	<b>4.4100e-003</b>	<b>0.1122</b>	<b>0.0292</b>	<b>4.2000e-003</b>	<b>0.0334</b>		<b>235.6557</b>	<b>235.6557</b>	<b>8.7700e-003</b>	<b>0.0304</b>	<b>244.9349</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0223	0.0000	0.0223	3.3800e-003	0.0000	3.3800e-003			0.0000			0.0000
Off-Road	0.6677	6.1500	6.2893	0.0115		0.3046	0.3046		0.2923	0.2923	0.0000	1,098.0090	1,098.0090	0.1958		1,102.9032
<b>Total</b>	<b>0.6677</b>	<b>6.1500</b>	<b>6.2893</b>	<b>0.0115</b>	<b>0.0223</b>	<b>0.3046</b>	<b>0.3269</b>	<b>3.3800e-003</b>	<b>0.2923</b>	<b>0.2957</b>	<b>0.0000</b>	<b>1,098.0090</b>	<b>1,098.0090</b>	<b>0.1958</b>		<b>1,102.9032</b>

Outfront Media Billboard Relocation Project - Sacramento County, Winter

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

**3.3 Demo of old billboards - 2022**

**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	8.0800e-003	0.3756	0.0697	1.3000e-003	0.0349	3.0100e-003	0.0379	9.5500e-003	2.8800e-003	0.0124		141.6884	141.6884	5.6800e-003	0.0225	148.5235
Vendor	4.2500e-003	0.1170	0.0343	3.9000e-004	0.0121	1.0700e-003	0.0131	3.4700e-003	1.0200e-003	4.4900e-003		42.3189	42.3189	1.1000e-003	6.2100e-003	44.1965
Worker	0.0256	0.0180	0.2047	5.1000e-004	0.0609	3.3000e-004	0.0612	0.0161	3.0000e-004	0.0165		51.6485	51.6485	1.9900e-003	1.7300e-003	52.2148
<b>Total</b>	<b>0.0379</b>	<b>0.5106</b>	<b>0.3086</b>	<b>2.2000e-003</b>	<b>0.1078</b>	<b>4.4100e-003</b>	<b>0.1122</b>	<b>0.0292</b>	<b>4.2000e-003</b>	<b>0.0334</b>		<b>235.6557</b>	<b>235.6557</b>	<b>8.7700e-003</b>	<b>0.0304</b>	<b>244.9349</b>

Outfront Media Billboard Relocation Project - Sacramento County, Winter

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

**4.0 Operational Detail - Mobile**

**4.1 Mitigation Measures Mobile**

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

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	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**

Land Use	Miles			Trip %			Trip Purpose %		
	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	10.00	5.00	6.50	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	0.533791	0.057123	0.184281	0.135575	0.027572	0.006193	0.013718	0.009254	0.000996	0.000529	0.026266	0.001028	0.003673

Outfront Media Billboard Relocation Project - Sacramento County, Winter

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

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

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

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

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

Outfront Media Billboard Relocation Project - Sacramento County, Winter

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

**5.2 Energy by Land Use - NaturalGas**

Mitigated

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

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1043	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
Unmitigated	0.1043	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004

Outfront Media Billboard Relocation Project - Sacramento County, Winter

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

**6.2 Area by SubCategory**

**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0111					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0932					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
<b>Total</b>	<b>0.1043</b>	<b>0.0000</b>	<b>1.0000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>2.2000e-004</b>	<b>2.2000e-004</b>	<b>0.0000</b>		<b>2.3000e-004</b>



Outfront Media Billboard Relocation Project - Sacramento County, Winter

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

**6.2 Area by SubCategory**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0111					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0932					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.0000e-005	0.0000	1.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		2.2000e-004	2.2000e-004	0.0000		2.3000e-004
<b>Total</b>	<b>0.1043</b>	<b>0.0000</b>	<b>1.0000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>2.2000e-004</b>	<b>2.2000e-004</b>	<b>0.0000</b>		<b>2.3000e-004</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

Outfront Media Billboard Relocation Project - Sacramento County, Winter

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

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

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

**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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Outfront Media Billboard Relocation Project - Sacramento County, Annual

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

**Outfront Media Billboard Relocation Project  
Sacramento 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	0.10	4,356.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	3.5	<b>Precipitation Freq (Days)</b>	58
<b>Climate Zone</b>	6			<b>Operational Year</b>	2022
<b>Utility Company</b>	Sacramento Municipal Utility District				
<b>CO2 Intensity (lb/MWhr)</b>	357.98	<b>CH4 Intensity (lb/MWhr)</b>	0.033	<b>N2O Intensity (lb/MWhr)</b>	0.004

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics - Outfront Media Billboard Relocation Project

Land Use - Project assumed to disturb no more than 0.1-acre.

Construction Phase - Demo of old billboards assumed to take 3 days. New billboard construction assumed to take 7 days.

Off-road Equipment - Updated equipment per applicant.

Trips and VMT - Updated vehicle trips per applicant. Vehicles assumed for demo include 1 cement truck and 1 haul truck per billboard to be demoed

Off-road Equipment - Equipment based on applicant input

Off-road Equipment - Equipment assumed to be required for old billboard demo

Demolition - Conservatively assumed 1 ton per billboard

Road Dust -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	100.00	7.00

Outfront Media Billboard Relocation Project - Sacramento County, Annual

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

tblConstructionPhase	NumDays	10.00	3.00
tblLandUse	LandUseSquareFeet	0.00	4,356.00
tblLandUse	LotAcreage	0.00	0.10
tblOffRoadEquipment	OffRoadEquipmentType		Cranes
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	8.00	7.00
tblTripsAndVMT	HaulingTripNumber	0.00	12.00
tblTripsAndVMT	HaulingTripNumber	0.00	6.00
tblTripsAndVMT	VendorTripNumber	1.00	10.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	WorkerTripNumber	1.00	10.00

**2.0 Emissions Summary**

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Outfront Media Billboard Relocation Project - Sacramento County, Annual

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2022	9-30-2022	0.0429	0.0429
		Highest	0.0429	0.0429

**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	0.0190	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0190</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>2.0000e-005</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.0000</b>	<b>3.0000e-005</b>

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**2.2 Overall Operational**

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0190	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0190</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>2.0000e-005</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.0000</b>	<b>3.0000e-005</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
<b>Percent Reduction</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

**3.0 Construction Detail**

**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Construction of new billboard	Building Construction	9/1/2022	9/10/2022	5	7	
2	Demo of old billboards	Demolition	9/1/2022	9/5/2022	5	3	

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**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

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

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Construction of new billboard	Bore/Drill Rigs	1	4.00	221	0.50
Construction of new billboard	Cranes	2	4.00	231	0.29
Construction of new billboard	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Demo of old billboards	Concrete/Industrial Saws	1	8.00	81	0.73
Construction of new billboard	Forklifts	0	6.00	89	0.20
Demo of old billboards	Rubber Tired Dozers	0	1.00	247	0.40
Demo of old billboards	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demo of old billboards	Cranes	1	4.00	231	0.29

**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
Construction of new billboard	4	10.00	10.00	12.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT
Demo of old billboards	3	8.00	2.00	6.00	10.00	6.50	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**



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**3.2 Construction of new billboard - 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	2.2000e-003	0.0237	0.0171	5.0000e-005		1.0100e-003	1.0100e-003		9.3000e-004	9.3000e-004	0.0000	4.0616	4.0616	1.3100e-003	0.0000	4.0945
<b>Total</b>	<b>2.2000e-003</b>	<b>0.0237</b>	<b>0.0171</b>	<b>5.0000e-005</b>		<b>1.0100e-003</b>	<b>1.0100e-003</b>		<b>9.3000e-004</b>	<b>9.3000e-004</b>	<b>0.0000</b>	<b>4.0616</b>	<b>4.0616</b>	<b>1.3100e-003</b>	<b>0.0000</b>	<b>4.0945</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-005	1.1000e-003	2.1000e-004	0.0000	1.0000e-004	1.0000e-005	1.1000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.3856	0.3856	2.0000e-005	6.0000e-005	0.4042
Vendor	7.0000e-005	2.0100e-003	5.8000e-004	1.0000e-005	2.0000e-004	2.0000e-005	2.2000e-004	6.0000e-005	2.0000e-005	8.0000e-005	0.0000	0.6719	0.6719	2.0000e-005	1.0000e-004	0.7017
Worker	1.1000e-004	7.0000e-005	8.8000e-004	0.0000	2.6000e-004	0.0000	2.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2103	0.2103	1.0000e-005	1.0000e-005	0.2124
<b>Total</b>	<b>2.0000e-004</b>	<b>3.1800e-003</b>	<b>1.6700e-003</b>	<b>1.0000e-005</b>	<b>5.6000e-004</b>	<b>3.0000e-005</b>	<b>5.9000e-004</b>	<b>1.6000e-004</b>	<b>3.0000e-005</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>1.2678</b>	<b>1.2678</b>	<b>5.0000e-005</b>	<b>1.7000e-004</b>	<b>1.3183</b>

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**3.2 Construction of new billboard - 2022**

**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	2.2000e-003	0.0237	0.0171	5.0000e-005		1.0100e-003	1.0100e-003		9.3000e-004	9.3000e-004	0.0000	4.0616	4.0616	1.3100e-003	0.0000	4.0945
<b>Total</b>	<b>2.2000e-003</b>	<b>0.0237</b>	<b>0.0171</b>	<b>5.0000e-005</b>		<b>1.0100e-003</b>	<b>1.0100e-003</b>		<b>9.3000e-004</b>	<b>9.3000e-004</b>	<b>0.0000</b>	<b>4.0616</b>	<b>4.0616</b>	<b>1.3100e-003</b>	<b>0.0000</b>	<b>4.0945</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-005	1.1000e-003	2.1000e-004	0.0000	1.0000e-004	1.0000e-005	1.1000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.3856	0.3856	2.0000e-005	6.0000e-005	0.4042
Vendor	7.0000e-005	2.0100e-003	5.8000e-004	1.0000e-005	2.0000e-004	2.0000e-005	2.2000e-004	6.0000e-005	2.0000e-005	8.0000e-005	0.0000	0.6719	0.6719	2.0000e-005	1.0000e-004	0.7017
Worker	1.1000e-004	7.0000e-005	8.8000e-004	0.0000	2.6000e-004	0.0000	2.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2103	0.2103	1.0000e-005	1.0000e-005	0.2124
<b>Total</b>	<b>2.0000e-004</b>	<b>3.1800e-003</b>	<b>1.6700e-003</b>	<b>1.0000e-005</b>	<b>5.6000e-004</b>	<b>3.0000e-005</b>	<b>5.9000e-004</b>	<b>1.6000e-004</b>	<b>3.0000e-005</b>	<b>1.9000e-004</b>	<b>0.0000</b>	<b>1.2678</b>	<b>1.2678</b>	<b>5.0000e-005</b>	<b>1.7000e-004</b>	<b>1.3183</b>

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

**3.3 Demo of old billboards - 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					3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0000e-003	9.2300e-003	9.4300e-003	2.0000e-005		4.6000e-004	4.6000e-004		4.4000e-004	4.4000e-004	0.0000	1.4942	1.4942	2.7000e-004	0.0000	1.5008
<b>Total</b>	<b>1.0000e-003</b>	<b>9.2300e-003</b>	<b>9.4300e-003</b>	<b>2.0000e-005</b>	<b>3.0000e-005</b>	<b>4.6000e-004</b>	<b>4.9000e-004</b>	<b>1.0000e-005</b>	<b>4.4000e-004</b>	<b>4.5000e-004</b>	<b>0.0000</b>	<b>1.4942</b>	<b>1.4942</b>	<b>2.7000e-004</b>	<b>0.0000</b>	<b>1.5008</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	5.5000e-004	1.0000e-004	0.0000	5.0000e-005	0.0000	6.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.1928	0.1928	1.0000e-005	3.0000e-005	0.2021
Vendor	1.0000e-005	1.7000e-004	5.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0576	0.0576	0.0000	1.0000e-005	0.0601
Worker	4.0000e-005	2.0000e-005	3.0000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0721	0.0721	0.0000	0.0000	0.0728
<b>Total</b>	<b>6.0000e-005</b>	<b>7.4000e-004</b>	<b>4.5000e-004</b>	<b>0.0000</b>	<b>1.6000e-004</b>	<b>0.0000</b>	<b>1.7000e-004</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>0.3225</b>	<b>0.3225</b>	<b>1.0000e-005</b>	<b>4.0000e-005</b>	<b>0.3351</b>

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**3.3 Demo of old billboards - 2022**

**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					3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0000e-003	9.2300e-003	9.4300e-003	2.0000e-005		4.6000e-004	4.6000e-004		4.4000e-004	4.4000e-004	0.0000	1.4941	1.4941	2.7000e-004	0.0000	1.5008
<b>Total</b>	<b>1.0000e-003</b>	<b>9.2300e-003</b>	<b>9.4300e-003</b>	<b>2.0000e-005</b>	<b>3.0000e-005</b>	<b>4.6000e-004</b>	<b>4.9000e-004</b>	<b>1.0000e-005</b>	<b>4.4000e-004</b>	<b>4.5000e-004</b>	<b>0.0000</b>	<b>1.4941</b>	<b>1.4941</b>	<b>2.7000e-004</b>	<b>0.0000</b>	<b>1.5008</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0000e-005	5.5000e-004	1.0000e-004	0.0000	5.0000e-005	0.0000	6.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.1928	0.1928	1.0000e-005	3.0000e-005	0.2021
Vendor	1.0000e-005	1.7000e-004	5.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0576	0.0576	0.0000	1.0000e-005	0.0601
Worker	4.0000e-005	2.0000e-005	3.0000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0721	0.0721	0.0000	0.0000	0.0728
<b>Total</b>	<b>6.0000e-005</b>	<b>7.4000e-004</b>	<b>4.5000e-004</b>	<b>0.0000</b>	<b>1.6000e-004</b>	<b>0.0000</b>	<b>1.7000e-004</b>	<b>4.0000e-005</b>	<b>0.0000</b>	<b>5.0000e-005</b>	<b>0.0000</b>	<b>0.3225</b>	<b>0.3225</b>	<b>1.0000e-005</b>	<b>4.0000e-005</b>	<b>0.3351</b>

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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

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	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

Land Use	Miles			Trip %			Trip Purpose %		
	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	10.00	5.00	6.50	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	0.533791	0.057123	0.184281	0.135575	0.027572	0.006193	0.013718	0.009254	0.000996	0.000529	0.026266	0.001028	0.003673





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**5.3 Energy by Land Use - Electricity**

**Unmitigated**

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

**Mitigated**

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

**6.0 Area Detail**

**6.1 Mitigation Measures Area**



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	ROG	NOx	CO	SO2	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	0.0190	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
Unmitigated	0.0190	0.0000	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005

**6.2 Area by SubCategory**

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.0200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0170					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	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
<b>Total</b>	<b>0.0190</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>2.0000e-005</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.0000</b>	<b>3.0000e-005</b>

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

**6.2 Area by SubCategory**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.0200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0170					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	1.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.0000e-005	2.0000e-005	0.0000	0.0000	3.0000e-005
<b>Total</b>	<b>0.0190</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>2.0000e-005</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.0000</b>	<b>3.0000e-005</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

Outfront Media Billboard Relocation Project - Sacramento County, Annual

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

	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
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

Outfront Media Billboard Relocation Project - Sacramento County, Annual

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

**7.2 Water by Land Use**

Mitigated

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

**8.0 Waste Detail**

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**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

Outfront Media Billboard Relocation Project - Sacramento County, Annual

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

**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
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

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
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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Outfront Media Billboard Relocation Project - Sacramento County, Annual

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

**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

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

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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# Appendix C

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Native American Heritage Commission (NAHC) Sacred Lands  
File (SLF) Records Search - 10547 East Stockton Boulevard





CHAIRPERSON  
**Laura Miranda**  
*Luiseño*

**NATIVE AMERICAN HERITAGE COMMISSION**

VICE CHAIRPERSON  
**Reginald Pagaling**  
*Chumash*

October 8, 2021

SECRETARY  
**Merri Lopez-Keifer**  
*Luiseño*

Alta Cunningham  
Ascent Environmental

PARLIAMENTARIAN  
**Russell Attebery**  
*Karuk*

Via Email to: [alta.cunningham@ascentenvironmental.com](mailto:alta.cunningham@ascentenvironmental.com)

**Re: Meeks Lumber Storage Bldg. PLNG 21-045, Sacramento County.**

COMMISSIONER  
**William Mungary**  
*Paiute/White Mountain Apache*

Dear Ms. Cunningham:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

COMMISSIONER  
**Julie Tumamait-Stenslie**  
*Chumash*

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

COMMISSIONER  
**[Vacant]**

COMMISSIONER  
**[Vacant]**

COMMISSIONER  
**[Vacant]**

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

EXECUTIVE SECRETARY  
**Christina Snider**  
*Pomo*

If you have any questions, please contact me at my email address:  
[Katy.Sanchez@nahc.ca.gov](mailto:Katy.Sanchez@nahc.ca.gov).

**NAHC HEADQUARTERS**  
1550 Harbor Boulevard  
Suite 100  
West Sacramento,  
California 95691  
(916) 373-3710  
[nahc@nahc.ca.gov](mailto:nahc@nahc.ca.gov)  
[NAHC.ca.gov](http://NAHC.ca.gov)

Sincerely,



Katy Sanchez  
Associate Environmental Planner

Attachment

