FINAL
INITIAL STUDY AND
MITIGATED NEGATIVE DECLARATION

18375 EUCLID STREET
PROPOSED DIGITAL SIGN

Lead Agency:

City of Fountain Valley
10200 Slater Avenue
Fountain Valley, CA 92708
(714) 593-4400

Project Proponent:

Becker Boards Small, LLC
4234 Indian School Road
Phoenix, AZ 85018
(602) 312-7990

Environmental Consultant:

Wood Environment & Infrastructure Solutions, Inc.
9177 Sky Park Court
San Diego, CA 92123
(858) 278-3600

October 2022

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ACRONYMS

AB	Assembly Bill
ALUCOC	Airport Land Use Commission for Orange County
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
bgs	below ground surface
BMP	best management practice
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CalFire	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDC	California Department of Conservation
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CH_4	methane
CHRIS	California Historical Resources Information
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
cy	cubic yard
CWA	Clean Water Act
DAMP	Drainage Area Management Plan
dB	decibel
dBA	A-weighted decibel
EIR	Environmental Impact Report
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FICUN	Federal Interagency Committee on Urban Noise
FVMC	Fountain Valley Municipal Code
GHG	greenhouse gas
GWP	global warming potential
I-	Interstate
IESNA	Illuminating Engineering Society of North America
KVL	Key Viewing Location
kWh	kilowatt-hour
L_{eq}	Equivalent Noise Level
LID	Low Impact Development
LIP	Local Implementation Plan
L_{max}	Maximum Noise Level
L_{min}	Minimum Noise Level
LST	Localized Significance Threshold
MRF	Materials Recovery Facility
MWh	megawatt-hour
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission

ACRONYMS (CONTINUED)

NO_2	nitrogen dioxide
NO_x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination system
O_3	ozone
OAAA	Outdoor Advertising Association of America
OPR	Office of Planning and Research
Pb	lead
PM_{10}	particulate matter equal to or less than 10 microns in diameter
$PM_{2.5}$	particulate matter equal to or less than 2.5 microns in diameter
ppb	parts per billion
SARWQCB	Santa Ana Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
sf	square foot
SLF	Sacred Lands File
SO_2	sulfur dioxide
SO_x	sulfur oxides
SQCP	Stormwater Quality Control Plan
SRA	Source Receptor Area
SWRCB	State Water Regional Control Board
TAC	Toxic Air Contaminants
USEPA	U.S. Environmental Protection Agency
USGS	U.S. Geologic Survey
UWMP	Urban Water Management Plan
WQMP	Water Quality Management Plan
$\mu g/m^3$	micrograms per cubic meter

PLANNING DEPARTMENT

1. Project Title: 18375 Euclid Street Digital Sign Project

2. Lead Agency Name and Address:

City of Fountain Valley
10200 Slater Avenue
Fountain Valley, CA 92708
(714) 593-4400

3. Contact Person and Phone Number:

Mr. Joseph White, President
Becker Boards Small, LLC
4234 Indian School Road
Phoenix, AZ 85018
(602) 312-7990

4. Project Location: The proposed Project is located on a 2.07-acre property at 18375 Euclid Street (Assessor's Parcel Number [APN] 156-173-07) in the City of Fountain Valley (see Figure 1).

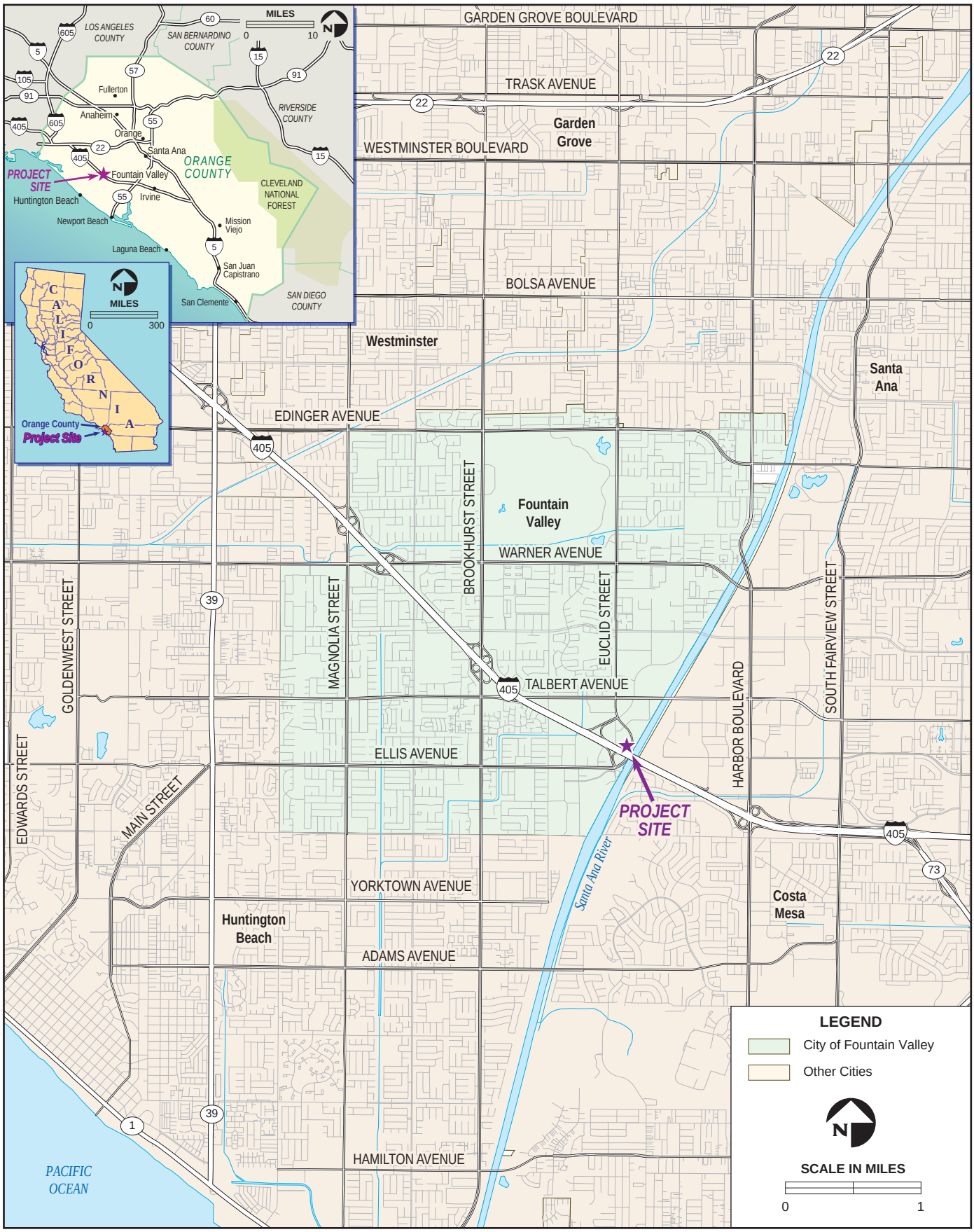
5. Project Sponsor's Name and Address:

Mr. Joseph White, President
Becker Boards Small, LLC
4234 Indian School Road
Phoenix, AZ 85018
(602) 312-7990

6. General Plan Designation: The Project site is designated as "Commercial Manufacturing" by the City of Fountain Valley General Plan (City of Fountain Valley 1995).

7. Zoning: The Project site is zoned as "Specific Plan" under the Fountain Valley Zoning Ordinance (Fountain Valley Municipal Code [FVMC] Title 21; City of Fountain Valley 2019).

8. Description of Project: Becker Boards Small, LLC (Applicant) is proposing to demolish the existing 59-foot-tall pole sign structure located at 18375 Euclid Street and construct a new pole-mounted digital sign in its place. The proposed Project would require an amendment to Section 2.9 of the Fountain Valley Crossings Specific Plan and issuance of an Outdoor Advertising Permit from the California Department of Transportation (Caltrans).



wood.

Regional Location

FIGURE 1

Project Location and Surrounding Land Uses

The Project site is located in the southern portion of the City of Fountain Valley at 18375 Euclid Street (APN 156-173-07), along its boundary with the City of Costa Mesa to the south (refer to Figure 1). The Project site is located approximately 850 feet to the northwest of the Ellis/Euclid southbound on-ramp to Interstate (I-) 405.

The Project site is located within an urbanized area surrounded by commercial retail development.

The Project site is currently developed with a single conjoined building supporting three individual commercial retail businesses: Green Room, Guitar Center, and Cort Furniture Outlet. In addition to this building, the Project site includes a paved surface parking lot, perimeter chain link fencing, limited landscaping, bolted down trash cans, streetlamps, and a 59-foot-tall existing pole sign structure. The existing pole sign structure is located in the southeastern most corner of the Project site adjacent to Euclid Street and visible from the northbound and southbound lanes of I-405.

The Project site is currently developed with a commercial retail building and paved surface parking lot. Signage for the businesses is mounted to the building wall and visible from the adjacent streets. A pole sign structure advertising the businesses is located in southeastern corner of the Project site and visible from the adjacent streets and I-405.

The Project site is generally bordered by commercial retail development to the north and west along Euclid Street and Condor Avenue, the Santa Ana River to the east, and I-405 to the south.

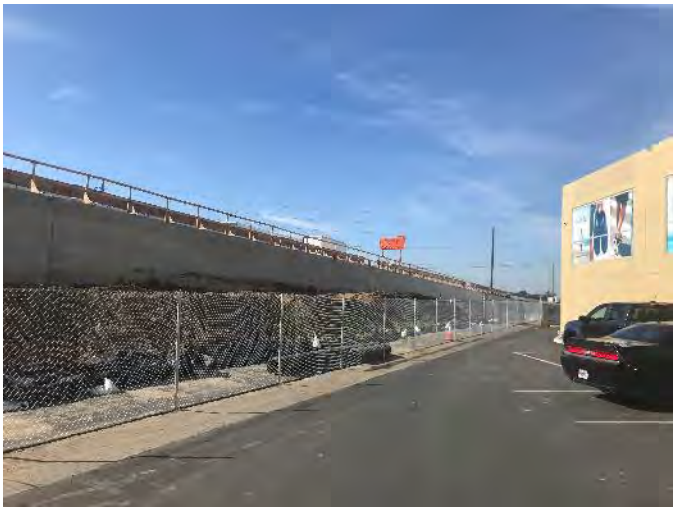
Euclid Street has a paved width of approximately 85 feet, including three northbound lanes, three southbound lanes, and a center left turn lane. Narrow pedestrian sidewalks are located on either side of the paved roadway and provide approximately 6 feet of width with streetlamps spaced approximately 200 feet apart. Businesses located along Euclid Street include VCA West Coast Specialty & Emergency Animal Hospital, Pan-Pacific Mechanical, Ortho Mattress, Sherwin Williams Paint Company, and several home improvement and furniture stores. The buildings

along Euclid Street are generally one to three stories in height with associated paved surface parking lots accessible via driveways along Euclid Street. Limited landscaping is present, consisting of primarily of low-growing shrubbery or small to medium trees.

The Santa Ana River Trail is a paved 50.3-mile trail that spans three counties beginning at S. Waterman Avenue (San Bernardino) and ending at the Huntington Beach Bicycle Trail at State Route 1 / Pacific Coast Highway (Huntington Beach). Between Santa Ana and Fountain Valley the Santa Ana River Trail runs in a northeast-southwest direction for approximately 8.2 miles and is used by cyclists, runners, walkers, etc. The Santa Ana River Trail runs along the 10-foot-tall levee that forms the eastern bank of the Santa Ana River. The levee separates the watercourse from adjacent development and is characterized by ruderal vegetation and small trees growing along the engineered slope.

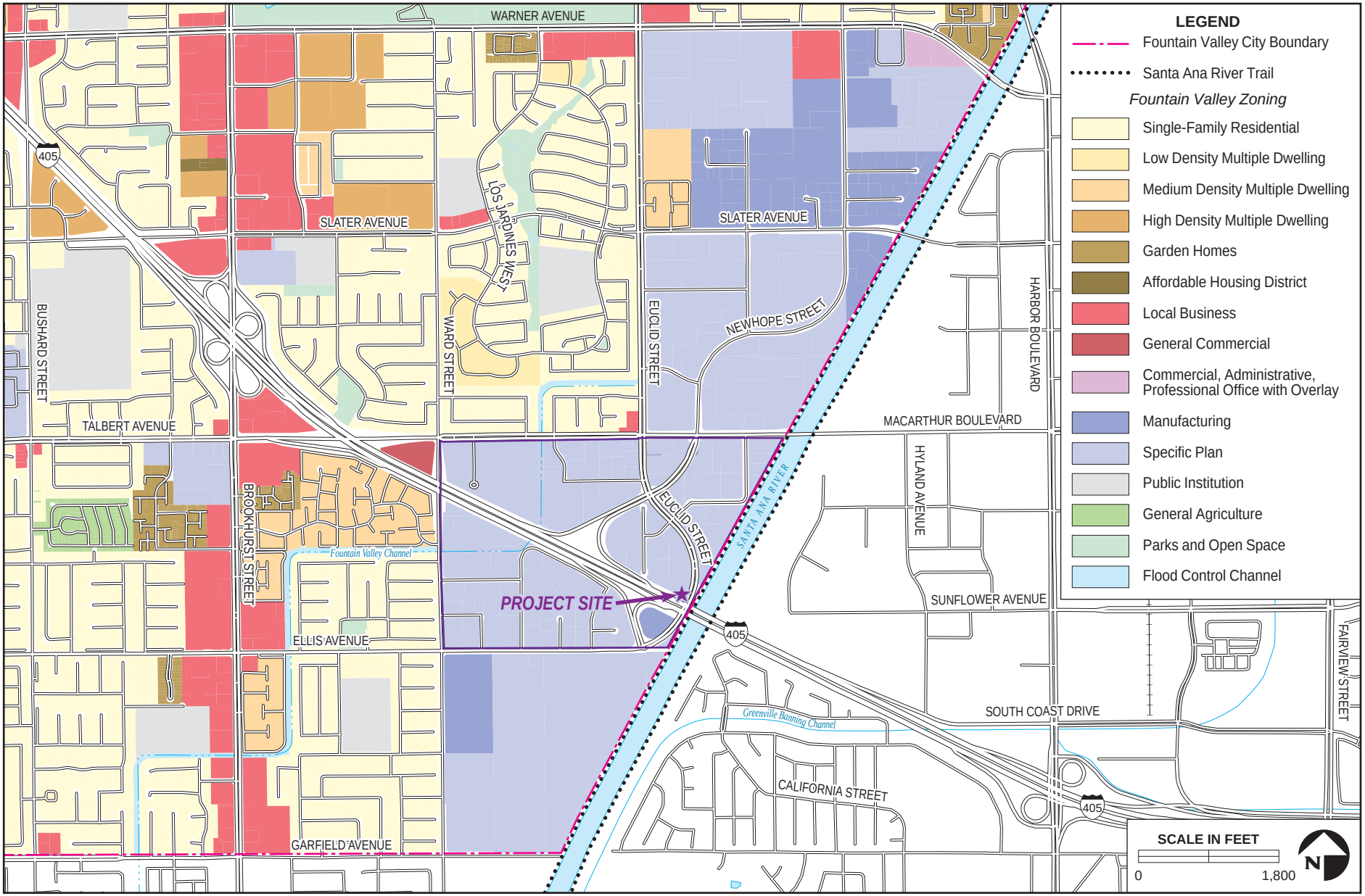
The Santa Ana River Trail is a paved trail that runs along the eastern bank of the channelized Santa Ana River. Located just across from Euclid Street, the Project site and the existing pole sign structure is visible from the trail.

The Project site is located approximately 45 feet from the northbound lanes of I-405, between post mile marker 12.41 and 12.50. I-405 is located approximately 10 feet higher than the surface parking lot located on the Project site.



The Project site is bordered by I-405 to the south.

The Project site is designated as "Commercial Manufacturing" by the City's General Plan (City of Fountain Valley 1995). The Project site and surrounding development are designated as "Workplace Gateway" in the Fountain Valley Crossings Specific Plan, intended to enable high value office development to mix with other uses on freeway adjacent sites. The Project site is also located within the "Activity Core" overlay, which is intended to offer commercial goods and services as well as community services that cater to the immediate district as well as the City and surrounding area (City of Fountain Valley 2018a).



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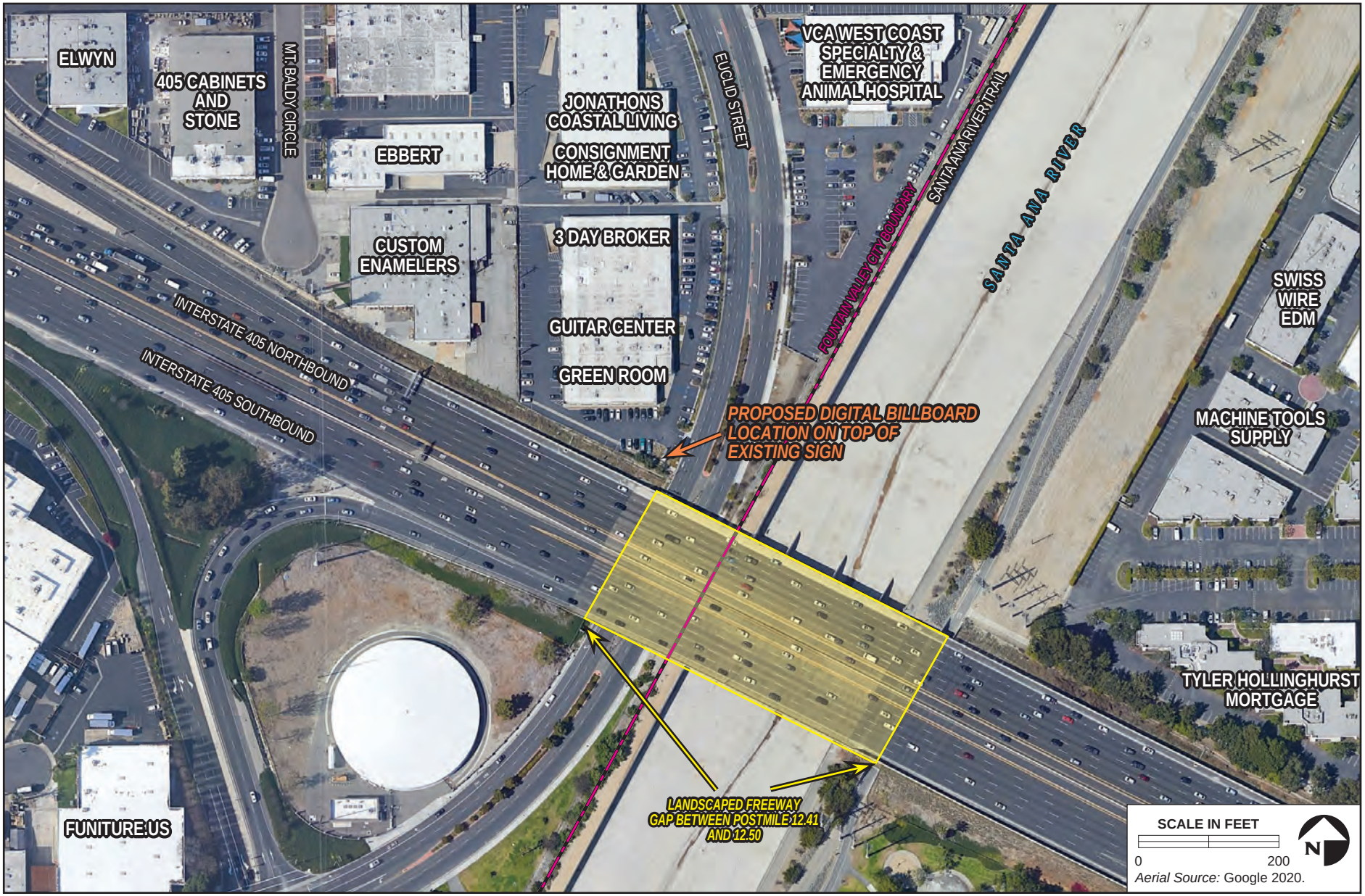
Project Vicinity

FIGURE 2



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18375 Euclid Street, Fountain Valley
Project Site

FIGURE 3

Proposed Project

Under the proposed Project the Applicant would demolish the existing 59-foot-tall pole sign structure and construct a new pole-mounted digital sign in its place. The proposed pole-mounted digital sign would be 73 feet tall with two back-to-back digital display panels pinched together at one end – creating a "V" shape – allowing the commercial advertisements to be visible to vehicles traveling in both northbound and southbound directions on I-405. A blank panel at the opening of the V-design would ensure that the components of the electronic boards are not visible from the opening on the north side. Each of the digital display panels would have dimensions of 14 feet high and 48 feet wide for a total display area of 672 square (sf) per panel. The proposed digital sign would incorporate Louver Technology that would block light spillage from the sign. The mechanical louvers – made of matte-finished black polymer – would absorb the light from the LED and prevent passage in the protected direction (see Appendix C). Non-illuminated City logos would be affixed on either side of the pole mount structure. Additionally, four static illuminated signs would be attached to the pole mount structure, beneath the digital display. The proposed Project would involve the installation of a new pole mount structure – designed by a structural engineer – to ensure adequate support of the proposed digital sign. Based on similarly sized digital signs it is assumed that the proposed digital sign would be supported by an approximately 6-foot diameter caisson foundation.[1] The caisson would be installed to a depth of approximately 35 feet below the ground surface (bgs) and filled with concrete. Electrical and communications utilities would be installed underground to connect the digital sign to the existing on-site power source adjacent to the existing commercial retail building.

Construction

Construction of the proposed Project would occur over an estimated 2- to 4-week period – beginning in early 2023 – and would involve the use of heavy haul trucks as well as a crane, excavator, trencher, and drilling rig.

The proposed Project would involve the demolition of the existing pole sign structure and would include the use of a hydraulic truck crane and other heavy equipment during the construction and installation of the proposed digital sign.

Construction activities would begin with demolition of the existing pole sign structure. The aboveground portions of the sign would be disassembled and removed using a hydraulic truck crane. Following the removal of the aboveground portions of the pole sign structure, the existing pole would be cut at the ground level, then the existing concrete foundations would be excavated and removed from the Project site. It is anticipated that excavation would occur over an approximate 7- by 7-foot area. The concrete debris would be transported to a concrete recycling facility (e.g., Materials Recovery Facility [MRF] in Huntington Beach), requiring approximately 5 truck trips (assuming a 14-cubic yard [cy] dump truck)

[1] A caisson is a prefabricated hollow box or cylinder sunk into the ground to some desired depth and then filled with concrete thus forming a foundation.

Following the completion of demolition activities, the new pole-mounted digital sign would be constructed. A drilling rig would be used to drill a hole approximately 6 feet in diameter and 35 feet deep, necessary to install the caisson for the new pole support mount. The pole support mount would be lifted into place and inserted into the hole by a hydraulic truck crane, as concrete is poured into the caisson to set the pole support mount in place. The digital display panels would be assembled on-site and held in place by the hydraulic truck crane as they are welded to the pole support mount. Electrical and communications utilities would be installed underground to connect the digital sign to the existing on-site power source adjacent to the existing commercial retail building. Trenching for electrical and communications utilities would be between 18-24 inches deep. No buildings or structures other than the pole-mounted digital sign are proposed at the Project site.

Temporary construction staging, and equipment laydown areas associated with the proposed Project would be located on-site within the paved asphalt surface parking lot area immediately north and west of the existing sign (refer to Figure 3).

Construction associated with the proposed Project would require approximately 5 truck trips for the removal of the concrete debris and 14 truck trips for removal of the existing static display and delivery of the pole support mount, digital displays, and other associated construction materials. Additionally, it is estimated that up to 10 construction workers would be on-site for the duration of the construction activities. Construction activities would be limited to the hours between 7:00 am to 8:00 pm Monday through Friday and between 9:00 am and 8:00 pm on Saturday, consistent with City's requirements codified in the City's Noise Ordinance (FVMC Section 6.28.070[5]).

Proposed Amendments

In order to facilitate the construction of the proposed pole-mounted digital sign at 18375 Euclid Street, the Applicant is requesting an amendment to Section 2.9 of the Fountain Valley Crossings Specific Plan.

Under the proposed Project, Section 2.9 would be amended by the City to allow for the display of off-site advertising within a limited area between I-405 mile marker 12.41 and 12.50. Pursuant to the Federal Highway Beautification Act (1965) and State Outdoor Advertising Act (2014), Caltrans is responsible for regulating the placement of outdoor advertising displays visible from California Highways and performing regular reviews of outdoor advertising displays located adjacent to freeways and highways identified on the National Highway System. According to California Business and Professions Code Section 5216, development of outdoor advertising displays is prohibited in areas designated as "landscaped freeway" (Caltrans 2020a). The Project site – between I-405 mile marker 12.41 to 12.50 – is the only area in the City of Fountain Valley along I-405 that is not designated as a "landscaped freeway" by Caltrans.

These proposed amendments would allow for the development of a single pole-mounted digital sign on the Project site and would not facilitate the development of any similar signage within other properties or areas of the City.

Prior to the issuance of a building permit for the proposed digital sign the Applicant would enter into a Development Agreement with the City of Fountain Valley. As a part of the proposed Project, the Applicant shall implement measures described in the Development Agreement, including but not limited to the following:

- The Applicant shall pay an annual Development Fee as stipulated in the Development Agreement.
- The Applicant shall provide the City with advertising space for the purposes of posting public service announcements and City-related advertising and announcements, free of charge on a space-available basis.
- The Applicant shall make available advertising space for "Amber Alert" or other emergency messages, free of charge.
- The Applicant shall comply with all applicable California Building Code (CBC) requirements.
- The Applicant shall maintain acceptable clearance from the Southern California Edison (SoCal Edison) distribution lines.
- The Applicant shall comply with standards as adopted by the Caltrans Outdoor Advertising Division, Outdoor Advertising Association of America (OAAA) including but not limited to:
    - The 0.3 foot-candle limitation over ambient light levels at 250 feet.
    - Ensuring additional flexibility in reducing maximum light level standard given the lighting environment, and automatic dimming capabilities and a contact person to respond to any reasonable complaints from the City (Director of Planning and Building).

9. Surrounding Land Uses and Setting: As previously described, the Project site is generally bordered by commercial retail development to the north and west along Euclid Street and Condor Avenue, the Santa Ana River to the east, and I-405 to the south (refer to Figure 2 and Figure 3).

10. Other Public Agencies Whose Approval is Required: In addition to the discretionary approval – the proposed amendments to Section 2.9 of the Fountain Valley Crossings Specific Plan – and the Development Agreement required from the City of Fountain Valley, the proposed digital sign would require issuance of an Outdoor Advertising Permit from Caltrans.

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.? Letters were mailed to the following Native American tribes to formally invite consultation with the City in compliance with Public Resources Code Section 21080.3.1.

- Andrew Salas, Gabrieleño Band of Mission Indians - Kizh Nation
- Anthony Morales, Gabrielino/Tongva San Gabriel Band of Mission Indians
- Sandonee Goad, Gabrielino/Tongva Nation
- Sam Dunlap, Gabrielino/Tongva Nation
- Robert F. Dorame, Gabrielino Tongva Indians of California Tribal Council

- Linda Candelaria, Gabrielino-Tongva Tribe
- Joyce Stanfield Perry, Juaneno Band of Mission Indians Acjachemen Nation
- Matias Belardes, Juaneno Band of Mission Indians Acjachemen Nation
- Joseph Ontiveros, Soboba Band of Luiseno Indians
- Sonia Johnston, Juaneno Band of Mission Indians
- Teresa Romero, Juaneno Band of Mission Indians Acjachemen Nation

Conducting consultation early in the California Environmental Quality Act (CEQA) process allows tribal governments, lead agencies, and applicants 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 (Public Resources Code Section 21080.3.2). Information may also be available from the California Native American Heritage Commission's (NAHC's) Sacred Lands File (SLF) per Public Resources Code Section 5097.96 and the California Historical Resources Information System (CHRIS) administered by the California Office of Historic Preservation. (Please also note that Public Resources Code Section 21082.3(c) contains provisions specific to confidentiality.)

12. Environmental Factors Potentially Affected: The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology and Soils	☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials
☐ Hydrology and Water Quality	☐ Land Use and Planning	☐ Mineral Resources
☐ Noise	☐ Population and Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities and Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

13. Determination: On the basis of this initial evaluation:

☐ I find that the Project could not have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

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

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

☐ I find that the 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 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 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 Project, nothing further is required.

Signature _____ Date _____

14. Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is a fair argument that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an Environmental Impact Report (EIR) is required.

4. “Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level. (Mitigation measures from “Earlier Analyses,” as described in (5) below may be cross-referenced.)

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

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

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

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

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

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

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

9. The explanation of each issue should identify:

   a) The significance criteria or threshold, if any, used to evaluate each question; and

   b) The mitigation measure identified, if any, to reduce the impact to “Less Than Significant.”

15. Environmental Issues:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS:				
Except as provided in Public Resources Code Section 21099 (where aesthetic impacts shall not be considered significant for qualifying residential, mixed-use residential, and employment centers), would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. 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 points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

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 agricultural 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:

a. Convert Prime Farmland, Unique Farmland, or Farmland of State-wide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. 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])?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment, which due to their location or nature, could individually or cumulatively result in the loss of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

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:

a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Result in a cumulatively considerable net increase of any criteria pollutants for which the project region is nonattainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (e.g., those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES: Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filing, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	☐	☐	☐	☒
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES: Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of a unique archaeological resource as defined in §15064.5?	☐	☐	☐	☒
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

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

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS: Would the project:				
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 California Geological Survey Special Publication 42.	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant 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?	☐	☒	☐	☐
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?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS: Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e. For a project located within an airport land use plan, or where such a plan has not been adopted, within 2 miles of a public airport, will the project result in a safety hazard or excessive noise for people working or residing in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
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 on- or off-site erosion or siltation;	☐	☐	☒	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☐	☒
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	☐	☐	☐	☒
iv. Impede or redirect flood flows?	☐	☐	☐	☒
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or substantial groundwater management plan?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING: Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
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 mitigation an environmental effect?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES: Would the project:				
Except as provided in Public Resources Code Section 21099 (where aesthetic impacts shall not be considered significant for qualifying residential, mixed-use residential, and employment centers), would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE: Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Generation of excessive ground borne vibration or ground borne noise levels?	☐	☐	☒	☐
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 2 miles of a public airport, will the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING: Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES:				
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?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION:				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

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

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES:				
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	☐	☐	☐	☒
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 Public Resources Code Section 5024.1, subdivision (c). In applying the criteria set forth in Public Resources Code Section 5024.1, subdivision (c) the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS: Would the project				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
e. Comply with federal, state and local management and reduction statues and regulations related to solid waste?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE:				
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (e.g., roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result or runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

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

15. Explanation of Environmental Issues:

I. AESTHETICS

Would the project:

a) Have a substantial adverse effect on a scenic vista? **Less Than Significant Impact.** A "scenic vista" is a view of natural environmental, historic, and/or architectural features that possesses visual and aesthetic qualities of value to the community. The term "vista" generally implies an expansive view, usually from an elevated point or open area. As described in the Program EIR for the Fountain Valley Crossings Specific Plan (City of Fountain Valley 2018b), neither the City's General Plan (City of Fountain Valley 1995), nor the Fountain Valley Crossings Specific Plan (City of Fountain Valley 2018a) designates scenic views or vistas within the City. There are no unique or unusual features in the region that constitute a dominant portion of a view shed (City of Fountain Valley 2018b). As previously described, the Project site is located along the boundary with the City of Costa Mesa to the south (refer to Figure 1). Similarly, the City of Costa Mesa's General Plan does not identify any scenic views or vistas within the City (City of Costa Mesa 2015). While the Costa Mesa Community Design Element of the General Plan does promote quality design for buildings, structures, paths, corridors, districts, nodes, landmarks, natural features, and significant landscaping to enhance cohesive community design, the proposed digital sign, located in the City of Fountain Valley, would not affect or degrade any of these features (City of Costa Mesa 2015). Potential views of the proposed Project would be consistent with the urbanized character of both cities.

The most notable features within the vicinity of the Project site are I-405 and the associated commercial/industrial development on either side of the freeway. The Project site and the surrounding area are urbanized with commercial retail development, paved surface parking lots, and heavily trafficked arterial roadways. Distant views of the San Gabriel and Santa Ana Mountains are very limited, with only partially available views northbound along Euclid Street, due to intervening buildings and other structures. Street-level views of the Santa Ana River are blocked by the 10-foot-tall levees on either side of the channelized river; however, the Santa Ana River Trail provides views of the Project site over the top of the channelized river to the west. These views from the Santa Ana River Trail are still urban in nature. Foreground views include a 6-foot-tall chain link fence, mid-ground views of the concrete river channel, and distant views of chain link fencing, power lines, street lights, the City's water tower and the existing pole sign structure at the Project site (see Figure 6).

As such, while the proposed digital sign would be visible from areas adjacent to the Project site – including the Santa Ana River Trail (see Figure 6) – neither construction, nor operation of the proposed digital sign would have a substantial impact on a scenic vista. Therefore, this impact would be *less than significant*.

b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway? **No Impact.** There are no Officially Designated or Eligible state scenic highways (Caltrans 2020b) within the vicinity of the Project site. Therefore, neither construction, nor operation of the proposed pole-mounted digital sign would substantially damage scenic resources within a state scenic highway, and there would be *no impact*.

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? **Less Than Significant Impact.** The Project site is designated as "Commercial Manufacturing" by the City of Fountain Valley General Plan (City of Fountain Valley 1995) and zoned as "Specific Plan" (FVMC Title 21; City of Fountain Valley 2019). The Project site is designated as "Workplace Gateway" and located within the "Activity Core" overlay the Fountain Valley Crossings Specific Plan (City of Fountain Valley 2018a).

As previously described, neither the City's General Plan, nor the Fountain Valley Crossings Specific Plan designate scenic views or vistas. The majority of General Plan policies pertain to the overall quality of development, including:

- **Goal 2.1** Maintain and enhance high quality development throughout the City.
    - **Policy 2.1.1** Maintain and continue to enhance high quality mixed-use development throughout the City.
    - **Policy 2.1.1** Encourage variety, quality, consistency, and innovation in land use practice.
    - **Policy 2.1.3** Promote quality commercial and industrial development.
- **Goal 2.6** Improve architectural quality of development within Fountain Valley.
    - **Policy 2.6.1** Promote residential, commercial and industrial development which achieves harmony without monotony in the built environment.
- **Goal 2.8** Well designed commercial and industrial development.
    - **Policy 2.8.1** Work with commercial center owners and tenants to improve the appearance and character of these developments.

Similarly, one of the key revitalization strategies of the Fountain Valley Crossings Specific Plan is the "continued presence, improvement, and expansion of light industrial and commercial development in the district" (City of Fountain Valley 2018a).

Implementation of the proposed Project would result in standard construction activities – including demolition of the existing pole sign structure and construction of the proposed pole-mounted digital sign – that would be visible from adjacent commercial areas, roadways, and sidewalks. However, these construction activities would be temporary lasting for a period of 2 to 4 weeks and therefore, impacts to this urbanized area would be *less than significant impact*.

The proposed Project would also affect long-term views of the surrounding area through the development of the proposed 73-foot-tall pole-mounted digital sign, which would be approximately 14 feet taller than the existing static sign.

wood.

18375 Euclid Street, Fountain Valley
Key Viewing Locations in the Project Area

FIGURE 4

To evaluate the overall consistency of the proposed Project with the qualitative policies in the City's General Plan and the Fountain Valley Crossings Specific Plan, three photosimulations were prepared for selected Key Viewing Locations (KVLs) (see Figure 4).[2] These photosimulations were created by VIZf/x, a licensed architect, using computer software that accounts for distance and differences in elevation so that the photosimulation accurately represents the scale as would be seen by a person standing at the KVL.

This analysis focuses on the changes to public views with the implementation of the proposed Project. Issues related to light or glare that would adversely affect day or nighttime views in the area are address in Section I(d). The public view assessment depends upon the sensitivity of the resource, as supported by public testimony, viewer susceptibility, viewing conditions (e.g., angle of view, distance, and primary viewing directions), degree of change and visual contrasts to surroundings. These could include changes to existing features that no longer appear characteristic of the Project site or development that substantially or entirely blocks public scenic views or otherwise removes key aesthetic features. Effects on private views are typically not considered under CEQA. CEQA case law has established that only public views, not private views, need be analyzed under CEQA. For example, in *Association for Protection etc. Values v. City of Ukiah (1991) 2 Cal. App. 4th 720*, the court determined that "we must differentiate between adverse impacts upon particular persons and adverse impacts upon the environment of persons in general. As recognized by the court in *Topanga Beach Renters Assn. v. Department of General Services (1976) 58 Cal.App.3d 188*, '[all] government activity has some direct or indirect adverse effect on some persons. The issue is not whether [the project] will adversely affect particular persons but whether [the project] will adversely affect the environment of persons in general."

Costa Mesa Residential Area

KVL 1 is located approximately 900 feet to the southeast of the Project site at Moon Park along Nevada Avenue in the northwestern portion of the City of Costa Mesa. This KVL was selected because it is representative of the views provided within this residential area to the south of I-405. However, the KVL is located along Nevada Avenue because views of the proposed pole-mounted digital sign become obscured or completely blocked by residences, other structures, or vegetation further within the residential neighborhood. Moon Park is located immediately adjacent to I-405 and the Santa Ana River. This neighborhood park includes two children's play structures, picnic tables, small grassy hills and shade trees, and is known for its giant concrete moon dome with craters that simulates the lunar surface.

As shown in Figure 5, existing foreground views from this KVL include the asphalt parking lot, sidewalk, park fencing, and manicured grass lawn. Fire hydrants, street signs, and lampposts, which provide vertical elements to the view from the KVL. Mid-ground views include existing mature trees – including one large tree growing in the center of Moon Park – as well as the children's play structures.

[2] It should be noted that the photosimulations depicte a 85-foot-toll pole-mounted digital sign, as originally proposed. Following the release of the Draft IS/MND the Applicant agreed to reduce the height of the sign to 73 feet, further limiting the visibility of the sign from the three selected KVLs.

Before Project

After Project

wood.

Key Viewing Location
Costa Mesa Residential Area – Before and After

FIGURE
5

Distant views include the 10-foot-tall levee forming the eastern bank of the Santa Ana River as well as I-405. The four utility poles provide additional vertical elements to the view from this KVL. The existing pole sign structure is partially visible in the background, where I-405 meets the skyline. The pole sign structure is visible between the large mature tree and the utility pole from this KVL; however, depending on where the viewer stands along Nevada Street this sign may be obscured by these mid-ground features.

Installation of the proposed pole-mounted digital sign would increase total area of signage visible from this KVL. As previously described, the pole-mounted digital sign would be approximately 73 feet tall with 672 sf display panels. Nevertheless, even with the increased height and display panel area, the foreground and mid-ground features would continue to dominate the view from this KVL. The proposed pole-mounted digital sign would be consistent with the existing industrial features – including the utility poles and I-405. Additionally, the proposed pole-mounted digital sign would be partially obscured by the existing large mature tree within the center of park. As such, the proposed digital sign would not substantially alter the visual character of this KVL.

Santa Ana River Trail

KVL 2 is located approximately 950 feet to the northeast of the Project site along the Santa Ana River Trail. This KVL was selected because it is representative of the views provided from the Santa Ana River Trail in the City of Fountain Valley, where it runs along the top of the 10-foot-tall levee, to the north of I-405. It is important to note that while this KVL looks off to the west, the Santa Ana River Trail is most often used by cyclists, runners, and walkers, who are generally looking in a straight line down the paved trail. Therefore, this view of the existing pole sign structure is often only visible in the periphery and/or for short periods.

As shown in Figure 6, existing foreground views from this KVL are urban in nature, including the paved trail and the concrete river channel, interrupted by the 6-foot-tall chain link fence. Mid-ground views include the levee that forms the western bank of the concrete river channel, a chain link fence on the other side of the river, the City's water tower, and the tops of the commercial buildings located along Euclid Street on the Project site. Distant views include several vertical elements such as trees, powerlines and utility poles, and street lights. The existing pole sign structure is located in the mid-ground to background vies from this KVL. The 59-foot-tall pole sign structure is similar in height to the utility poles but is noticeably wider. Additionally, beyond the existing 6-foot-tall chain link fencing lining the concrete river channel the sign is not blocked or obscure by any other buildings, structures, or vegetation.

Construction of the proposed poled-mounted digital sign would have no impact on the existing foreground views. In the mid-ground to background views the proposed pole-mounted digital sign would be noticeably taller and would include horizontal elements (i.e., display panels) that would be plainly visible from the trail. However, such changes would not substantially alter the view as the existing urban character of the area within the vicinity of this segment of the trail is dominated by pavements and vertical obstructions (e.g., chain link fencing). As such, the proposed digital sign would not substantially alter the visual character of this KVL.

Before Project

After Project

wood.

Key Viewing Location
Santa Ana River Trail – Before and After

FIGURE
6

Within the City of Costa Mesa, south of I-405, the Santa Ana River Trail is located on the street level, to adjacent to the east of the 10-foot-tall levee. Therefore, views of the existing pole sign structure and the proposed pole-mounted digital sign are completely blocked by the levee itself. The trail does not re-emerge to the top of the levee for approximately 0.75 miles, at which point the existing static sign comprises a very small, indistinct element in the distant view. As such, the proposed pole-mounted digital sign would not substantially affect views from this segment of the Santa Ana River Trail.

The entrance to the Santa Ana River Trail is located immediately south of I-405, between the Santa Ana River and Moon Park. The 10-foot-tall river level and I-405 obstruct potential views of the Project site from this location and locations further southwest along the trail.

Spencer Avenue

KVL 3 is located approximately 1,000 feet to the west of the Project site along Spencer Avenue immediately adjacent to I-405. This KVL was selected because it is representative of the views provided from the surrounding commercial/industrial areas adjacent to the Project site.

As shown in Figure 7, the foreground views include the paved roadway of Spencer Avenue and nearby surface parking spaces associated with the adjacent commercial/industrial development. Mid-ground views from this KVL are generally obscured by road guards and fencing. Background views include numerous power poles and the distant foothills of the Irvine Regional Park. The existing static sign is located in the mid-ground to background views from this KVL. The 59-foot-tall pole sign structure is similar in height to the utility poles but is noticeably wider.

Construction of the proposed pole-mounted digital sign would have no impact on the existing foreground views. In the mid-ground to distant view the proposed pole-mounted digital sign would be noticeably taller and would include horizontal elements (i.e., display panels) that would be plainly visible from Spencer Avenue. Due to the size of the display panels, the proposed pole-mounted digital sign would obstruct additional area of the open skyline above I-405.

The existing pole sign structure and the proposed pole-mounted digital sign are not visible from the New Hope residential area or any of the other residential areas within the City of Fountain Valley.

Before Project

After Project

wood.

Key Viewing Location
Spencer Avenue – Before and After

FIGURE
7

However, such changes would not substantially alter the existing urban character of the area, which is dominated by I-405 and ancillary road guards and fencing. Further, the proposed pole-mounted digital sign would not block or substantially obscure the distant foothills of the Irvine Regional Park.

Views of the existing pole sign structure and proposed pole-mounted digital sign within the City of Fountain Valley are generally limited to the commercial/industrial areas immediately adjacent the Project site, which provide views similar to those from KVL 3. The New Hope residential area – the nearest residential area to the Project site within the City – is located approximately 2,200 feet north of the Project site near the intersection of Euclid Street and Talbert Avenue. Views of the Project site from this location are completely blocked by intervening buildings. Therefore, the proposed pole-mounted digital sign would have no impact of views from this residential area, or other residential areas within the City.

d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? **Less Than Significant With Mitigation Incorporated.** Construction activities associated with the demolition of the existing pole sign structure and construction of the proposed digital sign would be limited to the hours between 7:00 am to 8:00 pm Monday through Friday and between 9:00 am and 8:00 pm on Saturday, consistent with City's requirements codified in the City's Noise Ordinance (FVMC Section 6.28.070[5]). While not anticipated, if necessary, construction night lighting would be limited and downcast to avoid spillover. Additionally, construction night lighting would be shut off after 8:00 pm and as such would avoid potential disturbance during the late evening hours.

The Project site is located within an urbanized area where exterior lighting is common. For example, downcast streetlights are evenly spaced every 200 feet along Euclid Street. Additionally, the commercial retail buildings in the vicinity of the Project site have exterior light fixtures and signage. For example, the existing pole sign structure on the Project site includes illuminated elements that can be seen from adjacent roadways including Euclid Street and I-405. Similarly, the City's water tower and nearby utility poles have red aircraft warning lights that are also visible from surrounding areas. However, the greatest source of nighttime lighting in the vicinity of the Project site is vehicle headlights – particularly along the adjacent Euclid Street and I-405.

Lighting associated with the proposed pole-mounted digital sign would be visible to the surrounding land uses, including commercial retail businesses to the north and west, Euclid Street to the east and northeast, Santa Ana River Trail to the east, and I-405 to the south of the Project site. The residential areas to southeast of the Project site within the City of Costa Mesa would be shielded and buffered from the light and glare by I-405 overpass and by existing trees and landscaping, especially those within Moon Park (refer to Figure 5). Additionally, the louvered technology incorporated into the design of the digital sign would block light spillage from the sign. The mechanical louvers – made of matte-finished black polymer – would absorb the light from the light-emitting diode (LED) and prevent passage in the protected direction (see Appendix C).

To evaluate the potential impacts of the proposed pole-mounted digital sign on nighttime views, Watchfire Signs (2018) prepared a photometric study (see Appendix A) based on lab measurements made on the display panels using an illuminance meter. Their measurements were then scaled up to the specifications of the proposed digital sign.

Light measurements are generally discussed using the foot-candle metric, which is defined as the amount of light produced by a single candle when measured from 1 foot away. For reference, a 100-watt light bulb produces 137 foot-candles at 1 foot away, 0.0548 foot-candles at 50 feet and 0.0137 foot-candles at 100 feet. Based on the Illuminating Engineering Society of North America's (IESNA's) standards pertaining to light trespass, impacts would be considered potentially significant if illuminance produced by a digital sign exceeds 0.3 foot-candles over ambient lighting conditions at a distance of 250 feet from the lighting source. Based on the photometric study prepared by Watchfire Signs (2018), the LED displays associated with the proposed pole-mounted digital sign would not exceed 0.3-foot candles over ambient levels at 250 feet from the lighting source. Further, it should be noted that with the exception of adjacent commercial retail buildings and the City's water tower, no other buildings are located within 500 feet of the proposed pole-mounted digital sign. Therefore, residential areas approximately 900 feet to the southeast within the City of Costa Mesa would experience less than 0.0152 foot-candles (i.e., similar to the light from a single 100-watt light bulb viewed from 100 feet away). Therefore, the area would experience a nearly undetectable difference in ambient light with the installation of the proposed pole-mounted digital sign (Watchfire Signs 2018).

The proposed Project would be subject to compliance with lighting requirements of OAAA, which sets the standards for the intensity and compatibility for exterior lighting associated with digital signs. To ensure that these standards are met Mitigation Measure (MM) AES-1 and AES-2 would be implemented. Therefore, any potential impacts to nighttime views associated with the proposed Project would be *less than significant with mitigation incorporated*.

Mitigation Measure AES-1: Prior to the issuance of a building permit for the proposed pole-mounted digital sign, the Applicant shall submit, to the satisfaction of the Director of Planning and Building, the following information:

1. Plans or specifications that demonstrate that the proposed pole-mounted digital sign matches the plans that were assessed in the photometric study prepared by Watchfire Signs (2018).
2. Plans or specifications that demonstrate that the proposed pole-mounted digital sign has a form of lighting control that will reduce the lighting output not to exceed 3 percent of the maximum daytime brightness beginning 1 hour before dusk and 1 hour after dawn.

Mitigation Measure AES-2: Within 14 days following the construction of the proposed digital sign, the Applicant shall submit, to the satisfaction of the Direction of Planning and Building, the following information:

1. A third-party test to verify that the digital sign complies with the requirements not to exceed 0.3 foot-candle over ambient light at a distance of 250 feet from the display panels, in accordance with IESNA and OAAA standards. If the value exceeds these industry standards, additional lighting output reduction shall be required until the 0.3 foot-candle requirement is satisfied.

II. AGRICULTURE AND FORESTRY RESOURCES

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and

Monitoring Program of the California Resources Agency, to non-agricultural use? **No Impact.** The Project site is completely developed with commercial buildings and paved surface parking lots. There are no agricultural uses located on or adjacent to the Project site. The Project site is designated "Urban and Built-Up Land" (California Department of Conservation 2018a). Therefore, the proposed Project would not convert prime, unique, or farmland of statewide importance to non-agricultural use and there would be *no impact*.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? **No Impact.** The Project site is zoned as "Specific Plan" and is designated as "Workplace Gateway," intended to enable high value office development to mix with other uses on freeway adjacent sites. The "Workplace Gateway" land use designation in the Fountain Valley Crossings Specific Plan does not permit agricultural use (City of Fountain Valley 2018a, 2018b). Further, the Project site is not in a Williamson Act contract (City of Fountain Valley 2018b). Therefore, the proposed Project would not conflict with any existing zoning agricultural use or a Williamson Act contract and there would be *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])? **No Impact.** As previously described, the Project site is located in an urbanized area. There are no timberlands or forests in the City of Fountain Valley (City of Fountain Valley 2018a, 2018b). Therefore, implementation of the proposed Project would have *no impact*.

d) Result in the loss of forest land or conversion of forest land to non-forest use? **No Impact.** Refer to Section II(c).

e) Involve other changes in the existing environment, which due to their location or nature, could individually or cumulatively result in the loss of Farmland, to non-agricultural use? **No Impact.** The proposed Project would not result in the loss of any farmland, either individually or cumulatively. Therefore, implementation of the proposed Project would have *no impact*.

III. AIR QUALITY

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan? **Less Than Significant Impact.** The U.S. Environmental Protection Agency (USEPA) is the primary Federal agency responsible for regulating air quality. The USEPA implements the provisions of the Federal Clean Air Act (CAA), which establishes National Ambient Air Quality Standards (NAAQS) for six criteria pollutants: ozone (O_3), respirable dust (PM_{10}), fine particulate matter ($PM_{2.5}$), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead (Pb). The NAAQS are two tiered, including primary air quality standards to protect public health and secondary air quality standards to prevent degradation to the environment (e.g., impairment of visibility, damage to vegetation and property, etc.). The USEPA designates areas with criteria pollutant concentrations that do not meet the NAAQS as nonattainment areas. States are required by the CAA to prepare State Implementation Plans (SIP) for designated nonattainment areas to demonstrate how these areas would meet attainment of the NAAQS by the prescribed deadlines. Areas that achieve the NAAQS after a nonattainment designation

are redesignated as maintenance areas and must have approved Maintenance Plans to ensure continued attainment of the NAAQS.

The California Clean Air Act (CCAA) established the California Ambient Air Quality Standards (CAAQS) and required all air pollution control districts in the State to prepare plans to achieve the CAAQS. The districts are required to review and revise these plans every 3 years. The South Coast Air Quality Management District (SCAQMD), in coordination with the Southern California Association of Governments (SCAG) and local jurisdictions, satisfies this requirement for the South Coast Air Basin (Basin) through the publication of an Air Quality Management Plan (AQMP). The AQMP is the most important air management document for the Basin because it provides the blueprint for meeting Federal and State ambient air quality standards.

On December 7, 2012, the 2012 AQMP was adopted by the SCAQMD Governing Board. The primary task of the 2012 AQMP was to bring the basin into attainment with Federal health-based standards for unhealthful fine particulate matter ($PM_{2.5}$) by 2014. The document states that to have any reasonable expectation of meeting the 2023 ozone (O_3) deadline, the scope and pace of continued air quality improvement must greatly intensify.

The 2016 AQMP was adopted by the SCAQMD Governing Board on March 3, 2017. The 2016 AQMP acknowledges that motor vehicle emissions have been effectively controlled and that reductions in nitrogen oxides (NO_x), the continuing O_3 problem pollutant, may need to come from major stationary sources (e.g., power plants, refineries, landfill flares, etc.). The current attainment deadlines for all Federal nonattainment pollutants are now as follows:

Table 1
Federal Attainment Deadlines for Criteria Pollutants

Criteria Pollutant	Deadline
8-hour O_3 (70 parts per billion [ppb])	2032
8-Hour O_3 (75 ppb)	2024 (old standard)
1-Hour O_3 (120 ppb)	2023 (rescinded standard)
Annual $PM_{2.5}$ (12 micrograms per liter [$\mu g/m^3$])	2025
24-Hour $PM_{2.5}$ (35 $\mu g/m^3$)	2019

The 2022 AQMP is currently under preparation and will represent a comprehensive analysis of emissions, meteorology, regional air quality modeling, regional growth projections, and the impact of existing and proposed control measures.

The proposed Project does not directly relate to the AQMP in that there are no specific air quality programs or regulations governing the proposed digital sign. Conformity with adopted plans, forecasts, and programs relative to population, housing, employment, and land use is the primary measure by which the severity of impacts from development is determined. The SCAQMD, however, while acknowledging that the AQMP is a growth-accommodating document, does not favor designating regional impacts as less than significant just because a proposed development is consistent with regional growth projections. Air quality impact significance for the proposed Project has therefore also been analyzed on a Project-specific basis.

Considerable cumulative net increases in air pollutants would not occur as a result of the proposed Project as described below in Section III(b). As described in Section XVII, *Transportation*, the proposed Project would not generate new or additional vehicle emissions that exceed SCAQMD adopted thresholds. Further, as described in Section VI, *Energy*, operational energy use associated with the proposed Project would be minimal and would not result in large or wasteful uses of energy. Therefore, the proposed Project would be consistent with the 2016 AQMP and impacts would be *less than significant*.

b) Result in a cumulatively considerable net increase of any criteria pollutants for which the project region is nonattainment under an applicable federal or state ambient air quality standard? **Less Than Significant Impact.** Cumulative projects include local development (see Table 11) as well as general growth within the region. Construction and operation of cumulative projects could adversely impact local air quality. However, as with most development, the greatest source of emissions is from mobile sources (e.g., vehicle trips) that are generated and/or attracted by local development or general growth within the region.

As described below in Section III(c), neither short-term construction-related emissions, nor long-term operational emissions – including mobile emissions – associated with the proposed Project would exceed SCAQMD emission thresholds. In accordance with the SCAQMD methodology, projects that do not exceed or can be mitigated to less than the SCAQMD emission thresholds are not significant and do not contribute to a cumulative air quality impact. Therefore, the proposed Project would not result in a considerable contribution to substantial cumulative impacts. This impact would be *less than significant*.

c) Expose sensitive receptors to substantial pollutant concentrations**? Less Than Significant.**

Existing Air Quality

SCAQMD has divided the Basin into 38 air-monitoring areas with a designated ambient air monitoring station representative of each area. The Anaheim monitoring station is the closest station to the Project site and measures both regional pollution levels such as photochemical smog (O_3), PM_{10}, $PM_{2.5}$, and NO_x. Table 2 provides a 6-year summary of monitoring data for the criteria pollutants from this monitoring station.

The following conclusions can be made from the existing air quality monitoring data in Table 2:

- Photochemical smog (O_3) levels occasionally exceed Federal and State standards. While O_3 levels are still occasionally elevated, they are much lower than 10 to 20 years ago.
- Respirable dust (PM_{10}) levels occasionally exceed the State standards with a spike occurring in 2017. The less stringent Federal PM_{10} standard has not been exceeded in the last 6 years.
- Of the years with data available, the Federal fine particulate matter ($PM_{2.5}$) standard of 35 micrograms per cubic meter ($\mu g/m^3$) was exceeded less than 1 percent of days with the expectation of a spike that occurred in 2018.
- The localized concentrations of NO_2 are very low near the Project site.

Criteria Pollutant Emission Thresholds

The SCAQMD has developed significance thresholds based on the volume of pollution emitted rather than actual ambient air quality because the direct air quality impact of a project is not quantifiable on a regional scale. The SCAQMD CEQA Air Quality Handbook (1993) states that any project in the Basin with daily emissions that exceed any of the identified significance thresholds should be considered as having an individually and cumulatively significant air quality impact. For the purposes of this air quality impact analysis, a regional air quality impact would be considered significant if emissions exceed the SCAQMD significance thresholds identified in Table 3.

The SCAQMD CEQA Air Quality Handbook also describes that additional indicators should be used as screening criteria to determine the need for further analysis with respect to air quality. The additional indicators are as follows:

- A project could interfere with the attainment of the Federal or State ambient air quality standards by either violating or contributing to an existing or projected air quality violation
- A project could result in population increases within the regional statistical area which would be in excess of that projected in the AQMP and in other than planned locations for the project's build-out year.
- A project could generate vehicle trips that cause a CO hot spot.

Table 2
Air Quality Monitoring Summary (2013-2018)
(Number of Days Standards Were Exceeded and Maximum Levels During Such Violations)

Criteria Pollutant / Standard	2013	2014	2015	2016	2017	2018
Ozone (O_3)						
1-Hour > 0.09 ppm (S)	0	2	1	2	0	1
8-Hour > 0.07 ppm (S)	0	6	1	4	4	1
8- Hour > 0.075 ppm (F)	0	4	1	0	2	0
Max. 1-Hour Conc. (ppm)	0.084	0.111	0.100	0.103	0.090	0.112
Max. 8-Hour Conc. (ppm)	0.07	0.081	0.080	0.074	0.076	0.071
Carbon Monoxide (CO)						
8- Hour > 9. ppm (S,F)	0	0	-	-	-	-
Max 8-hour Conc. (ppm)	-	-	-	-	-	-
Nitrogen Dioxide (N_2O)						
1-Hour > 0.18 ppm (S)	0	0	0	0	0	0
Max. 1-Hour Conc. (ppm)#	0.081	0.075	0.059	0.064	0.081	0.066
Inhalable Particulates (PM_{10})						
24-hour > 50 µg/m^3 (S)*	5.7	12	12.1	18.4	32.8	12
24-hour > 150 µg/m^3 (F)*	0	0	0	0	0	0
Max. 24-Hr. Conc. (µg/m^3)#	77	84	59	74	95.7	94.6
Fine Particulate Matter ($PM_{2.5}$)						
24-Hour > 35 µg/m^3 (F)*	1.1	-	-	1.1	-	7.2
Max. 24-Hr. Conc. (µg/m^3) #	44.7	46.5	53.8	45.5	56.2	68.0

Notes:
*Number of days estimated by the California Air Resources Board (CARB)
(S) = State standard
(F) = Federal Standard
Value based on California approved samplers
- = insufficient data available to determine the value
Source: CARB 2020

Table 3
SCAQMD Daily Emissions Thresholds of Significance

Pollutant	Construction	Operations
NO_x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Pb	3 lbs/day	3 lbs/day

Notes: lbs/day = pounds per day.
Source: SCAQMD 2019

Short-Term Construction Impacts

Construction-related activities associated with the proposed Project – including the demolition of the existing pole sign structure and the construction of the proposed pole-mounted digital sign – would generate criteria pollutant emissions. Construction emissions associated with the proposed Project would include emissions from on-site sources (i.e., construction equipment) and off-site sources (i.e., hauling and vendor trucks and worker vehicles). Project construction emissions were estimated by using California Emissions Estimator Model (CalEEMod) Version 2016.3.2 to identify the maximum daily emissions for each pollutant during construction based on the type and number of pieces of construction equipment necessary to develop the proposed Project and the estimated time to construct the proposed Project (see Appendix B). The estimated construction fleet to develop the proposed Project is shown in Table 4.

Table 4
Construction Equipment Fleet

Phase Name and Duration	Equipment
Demolition (2 days)	1 Concrete Saw
	1 Crane
	1 Tractor/Loader/Backhoe
	1 Rubber Tired Dozer
Grading (5 days)	1 Grader
	1 Excavator
	1 Aerial Lift
	1 Tractor/Loader/Backhoe
	1 Drill Rig
Trenching (3 days)	1 Trencher

Phase Name and Duration	Equipment
	1 Grader
	1 Cement and Mortar Mixer
	1 Concrete Saw
Construction (5 days)	1 Crane
	1 Aerial Lift
	1 Forklift
	1 Welder
	1 Tractor/Loader/Backhoe

As shown in Table 5, peak daily construction emissions would be well below the established SCAQMD thresholds. Due to the limited nature of construction activities in terms of types of equipment, duration of construction, truck trips, and number of construction worker vehicle trips, short-term construction emissions would not violate any air quality standards or contribute substantially to an existing air quality violation. Further, while mitigation measures would not be required to reduce impacts to less than significant levels, standard construction best management practices (BMPs) – consistent with SCAQMD rules – would be implemented to reduce fugitive dust emissions during construction activities, including:

- Watering of unpaved surfaces at least twice a day;
- Soil and other demolition debris transferred off-site shall be watered sufficiently at a minimum of 2 feet distance between the top of the trailer and the top of the material;
- Street sweeping shall be initiated if visible dust is deposited upon public paved roadways; and
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.

As such, the proposed Project would result in *less than significant* air quality impacts during construction.

Table 5
Construction Activity Emissions
Maximum Daily Emissions (pounds/day)

Maximal Construction Emissions	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
2023	2.26	22.97	13.06	0.03	0.15	1.19
SCAQMD Daily Significance Thresholds	75	100	550	150	150	55
Exceeds Daily Significance Thresholds?	No	No	No	No	No	No

Source: CalEEMod, Version 2016.3.2; see Appendix B for complete results.

Long-Term Operational Emissions

Operation of the proposed pole-mounted digital sign would require periodic maintenance up to three times per year, resulting in up to 6 vehicle trips per year. These periodic maintenance trips would be similar to existing conditions, since the existing pole sign structure requires periodic maintenance including replacement of signs and lighting. No other operational

activities would occur with respect to the proposed digital sign. Therefore, operation of the proposed pole-mounted digital sign would result in much lower daily maximum emissions than compared to the construction emissions presented in Table 5. Operational emissions over the course of a year would be negligible and would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. The long-term operational air quality impacts of the proposed project would *be less than significant*.

Sensitive land uses in close proximity to the Project site include Moon Park located approximately 675 feet to the south, residences located approximately 900 feet to the south, and Saint Barnabas Orthodox Church located approximately 1,100 feet to the northeast in the City of Costa Mesa. Additionally, residences are located approximately 2,300 feet to the northwest along Talbert Avenue in the City of Fountain Valley. Localized significance thresholds (LSTs) represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable Federal or State ambient air quality standards. These LSTs have been developed by the SCAQMD based on the ambient concentrations of that criteria pollutant for each source receptor area and distance to the nearest sensitive receptor. LSTs are only applicable to CO, NO_x, PM_{10}, and $PM_{2.5}$. The mass rate look-up tables were developed for each source receptor area (SRA) and can be used on a voluntary basis by public agencies to determine whether or not a project may generate significant adverse localized air quality impacts. The Project site is located is SRA 17, central Orange County. As such, this analysis considers LST thresholds for SRA 17 at a receptor distance of 200 meters (i.e., approximately 656 feet) for a project of 2 acres. The LSTs applicable to the proposed Project are presented in Table 6.

Table 6
Localized Significance Thresholds

Pollutant	Allowable Emissions (lbs/day) (200 meters from site boundary)
CO	2,685
NO_x	148
PM_{10} Significance Threshold of 2.5 mg/m3	17
PM_{10} 10.4 mg/m3 (12 micrograms per liter [$\mu g/m^3$])	68
$PM_{2.5}$ (Significance Threshold of 2.5 $\mu g/m^3$)	6
$PM_{2.5}$ (Significance Threshold of 10.4 $\mu g/m^3$)	25

Note: lbs/day = pounds per day.
Source: SCAQMD 2009

Construction and operational emissions associated with the proposed Project would remain far below the LSTs. As such, surrounding uses – including the sensitive receptors within the cities of Fountain Valley and Costa Mesa – would not be exposed to substantial pollutant concentrations. Therefore, both short-term and long-term, impacts to sensitive receptors would be *less than significant*.

d) Result in other emissions (e.g., those leading to odors) adversely affecting a substantial number of people? **Less Than Significant Impact.** As discussed in Section III(c), the proposed pole-mounted digital sign would not function as a substantial source of criteria pollutant emissions during construction or operation, including odorous emissions. Construction-related activities, including exhaust from heavy construction equipment and the application of concrete and/or asphalt over ground disturbed during drilling and trenching

activities may generate minor, temporary odors. However, these odors would be typical of construction activities, not particularly pungent, and temporary, lasting for a period of 2 to 4 weeks. Therefore, impacts would be *less than significant*.

IV. BIOLOGICAL RESOURCES

Would the project:

a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service? **No Impact.** The Project site is located in an urbanized area with commercial retail development, paved surface parking lots, and heavily trafficked arterial roadways. According to the California Natural Diversity Database (2021), the only special status species within the vicinity of the Project site are the Southern California Distinct Population Segment of steelhead (*Oncorhynchus mykiss irideus*) associated with the Santa Ana River. The proposed Project would not affect the Santa Ana River. There is minimal vegetation on the Project site and the vegetation that is present is limited to shrubbery and small trees. Therefore, there is no suitable habitat for federally or State listed species or other special status species. The demolition of the existing pole sign structure and the construction of the proposed pole-mounted digital sign would not require any removal of vegetation that could impact migratory birds. Additionally, due to the presence of I-405 immediately adjacent to the Project site, the contribution of construction-related noise would be negligible and would not impact nesting birds. Implementation of the proposed Project would have *no impact*.

The Project site is fully developed and located in an urbanized commercial area. Vegetation on the Project site is limited to landscaped shrubbery and trees and does not provide substantial habitat to support special status species.

b) Have substantial adverse impact on any riparian habitat or other natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service? **No Impact.** Refer to Section IV(a). As previously described, the Project site is located in an urbanized area with commercial retail development, paved surface parking lots, and heavily trafficked arterial roadways. There are no riparian habitats or other natural communities on the Project site or in the surrounding vicinity. Therefore, the implementation of the proposed Project would have *no impact*.

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, filing, hydrological interruption, or other means? **No Impact.** Refer to Section IV(a). No wetlands exist on the Project site. The Project site is located approximately 180 feet from the Santa Ana River, which is listed as a riverine wetland (U.S. Fish and Wildlife Service 2019). However, this

watercourse is separated from the Project site by Euclid Street which consists of three northbound and three southbound lanes, cumulatively spanning approximately 85 feet. The Santa Ana River is also channelized with 10-foot-tall levees that protects the surrounding development from flooding. These levees also prevent direct runoff into the concrete river channel. As such, construction and operational activities would not have any direct or indirect impacts on this watercourse. Therefore, implementation of the proposed Project would have *no impact*.

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? **No Impact.** Refer to Section IV(a). The Project site is located in an urbanized area with commercial retail development, paved surface parking lots, and heavily trafficked arterial roadways. There is no habitat on the Project site that serves as a migratory wildlife corridor. Therefore, implementation of the proposed Project would have *no impact*.

e) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance? **No Impact.** The proposed Project would be limited to the demolition of an existing pole sign structure and the construction of a proposed pole-mounted digital sign in its place. As such, the proposed Project would not necessitate the removal of any trees or any other surrounding landscaping. No policies or ordinances would apply to the proposed Project pertaining to biological resources. Therefore, implementation of the proposed Project would have *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? **No Impact.** The Project site is not located within an area protected by the Orange County Natural Community Conservation Plan/Habitat Conservation Plan, or other approved local, regional, or state habitat conservation plan (Orange County Transportation Authority 2016). Therefore, implementation of the proposed Project would have *no impact*.

V. CULTURAL RESOURCES

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5? **No Impact.** The proposed Project would be limited to the demolition of an existing static sign and the construction of a proposed digital sign in its place. Based on a review of aerial imagery, the existing commercial development was constructed before 1994 and the existing static sign was constructed between 2011 and 2013. As such, the area that would be impacted by excavation of the existing concrete footings and construction of the proposed digital sign has been recently disturbed and is highly unlikely to contain buried pre-historic or historic archaeological resources. Additionally, neither the existing pole sign structure, nor any of the surrounding development is considered a historic built resource as defined by CEQA Guidelines Section 15064.5. Therefore, the implementation proposed Project would result in *no impact*.

In the unlikely event that previously unknown historic or pre-historic archaeological resources are encountered during construction activities, the Applicant would adhere to CEQA Guidelines (California Code of Regulations [CCR] Title 14, Section 15064.5), which states that

construction activities would cease in the affected area in the highly unlikely event an archaeological discovery is made. Once the discovery has been evaluated by a qualified archaeologist (36 Code of Federal Regulations [CFR] §800.11.1 and CCR, Title 14, Section 15064.5[f]), and if the resource is found to not be significant, the work can resume. If the resource is found to be significant, it shall be avoided or shall be treated consistent with Section 106 of the National Historic Preservation Act or State Historic Resource Preservation Officer Guidelines.

b) Cause a substantial adverse change in the significance of a unique archaeological resource as defined in §15064.5? **No Impact.** Refer to Section V(a).

c) Disturb any human remains, including those interred outsides of formal cemeteries? **No Impact.** Refer to Section V(a). The proposed Project would be limited to the demolition of an existing pole sign structure and the construction of a proposed pole-mounted digital sign in its place. As previously described, based on a review of aerial imagery, existing commercial development was constructed before 1994 and the existing pole sign structure was constructed between 2011 and 2013. The Project site and the surrounding vicinity have been developed as commercial retail since before 1994. The Project site is not known to have been used as a cemetery in the past. In addition, the Project site is not known to have any buried archaeological resources or other signs of pre-historic habitation that would suggest human remains may be present on the property (City of Fountain Valley 2014). Therefore, implementation of the proposed Project would have *no impact*.

In the unlikely event that human remains are found during construction, those remains would require proper treatment, in accordance with all applicable Federal, State, and local laws and regulations. State of California Health and Safety Code Section 7050.5-7055 describe the general provisions for human remains. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. As required by State law, the requirements and procedures set forth in California Public Resources Code Section 5097.98 would be implemented, including notification of the County Coroner, notification of the NAHC, and consultation with the individual identified by the NAHC to be the "most likely descendant." If human remains are found during excavation, the excavation must stop in the vicinity of the find and in any area that is reasonably suspected to contain remains adjacent to the find, until the County Coroner has been called, the remains have been investigated, and appropriate recommendations have been made for the treatment and disposition of the remains.

VI. ENERGY

Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? **Less Than Significant Impact.** See Section VIII, *Greenhouse Gas Emissions* and Section XIX, *Utilities and Service Systems*.

Construction-Related Energy Consumption

Heavy-duty construction equipment associated with excavation, trenching, paving, and installation of the proposed pole-mounted digital sign is described in Table 4 For the purposes of this assessment, it is assumed that the construction equipment would be diesel-fueled and

construction activity would occur over a 4-week period, during which the maximum of 10 construction workers would be present on the Project site (refer to Section III, *Air Quality*).

The transportation fuel required by construction workers to travel and from the Project site would be dependent on the total number of worker trips estimated for the duration of the construction activities. The State-wide average fuel economy for all vehicle types (i.e., automobiles, trucks, and motorcycles) in the year 2021 is estimated at 18.78 miles per gallon (Caltrans 2008). This assessment assumes that each construction worker would commute an average of 20 miles a day to and from the Project site. Therefore, a construction worker vehicle is estimated to consume approximately 1.07 gallons of gasoline per day. Assuming the maximum 10 workers are employed 6 days a week for the 4-week duration of construction activities, the fuel used by construction workers commuting to the site would be approximately 128.5 gallons of gasoline and would be a negligible contribution to the State-wide transportation gasoline consumption (Energy Information Administration 2020).

Construction equipment fuels (e.g., diesel, gasoline, natural gas, etc.) would be provided by local or regional suppliers and vendors. Given the limited scope of the construction activities, construction equipment fuel use would be minimal. Electricity would be supplied by the local utility provider (e.g., SoCal Edison) via existing connections on or adjacent to the Project site. A temporary water supply, primarily for fugitive dust suppression and street sweeping, would also be supplied by the local water provider.

Electricity used during construction to provide temporary power for lighting and electronic equipment (e.g., computers, etc.) inside temporary construction trailers and for outdoor lighting when necessary for general construction activity would generally not result in a substantial increase in on-site electricity use. Electricity use during construction would be variable depending on lighting needs and the use of electric-powered equipment and would be temporary for the duration of construction activities. Therefore, electricity use during construction would generally be considered negligible.

Energy Conservation: Regulatory Compliance

The California Air Resources Board (CARB) has adopted an Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants (TACs). Compliance with the above anti-idling and emissions regulations would result in a more efficient use of construction-related energy and minimize or eliminate wasteful and unnecessary consumption of energy.

Anticipated Energy Consumption

Based on the CEQA-compliant Initial Study for a similarly sized digital sign with LED lighting in the City of Baldwin Park, it is estimated operation of the proposed Project would generate a demand for electricity of approximately 6,500 kilowatt-hours (kWh) per month, or 78 MWh annually (City of Baldwin Park 2017). The annual energy use of a digital sign can range from 50 to 320 MWh, placing the proposed Project on the lower end of that range (Young 2010). The proposed Project would not engage in activities that result in the use of large amounts of energy or use of energy in a wasteful manner.

The proposed Project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources and impacts would be *less than significant*.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? **No Impact.** The proposed Project would be required to comply with all applicable Federal and State energy requirements. Therefore, the proposed Project would not conflict with or obstruct an energy plan and there would be *no impact*.

VII. GEOLOGY AND SOILS

Would the project:

a) Directly or indirectly cause 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.** The Project site is not located within a State-designated Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards (California Department of Conservation [CDC] 2018a). The closest known faults to the Project site are the Bolsa-Fairview fault – located within the Newport-Inglewood-Rose Canyon fault zone – approximately 3.6 miles to the southwest of the Project site and the San Joaquin Hills thrust fault, the head of which begins approximately 620 feet to the southwest of the Project site (CDC 2018a; U.S. Geological Survey [USGS] 2020). Neither the San Joaquin Hills thrust or Newport-Inglewood-Rose Canyon fault have experienced displacement within the past 200 years. The Bolsa-Fairview fault is Late Quaternary, meaning it has experienced displacement during the last 130,000 years. Similarly, the San Joaquin Hills thrust fault is Latest Quaternary, meaning it has experienced displacement within the last 15,000 years (USGS 2020). The proposed Project is limited to the demolition of an existing pole sign structure and the construction of a proposed pole-mounted digital sign in its place. There are no large building footprints or linear project elements (e.g., streets, sidewalks, etc.) that could be bisected by an existing fault. Therefore, implementation of the proposed Project would have *no impact*.

With the exception of a small corner of the existing commercial retail building, the proposed pole-mounted digital sign would be located more than 100 feet from any habitable buildings.

Nevertheless, as discussed in Section VII(a)(ii), the proposed Project could be subject to moderate to strong ground shaking in the event of an earthquake along nearby or more distant faults.

ii. Strong seismic ground shaking? **Less Than Significant Impact.** Because the Project site is located in the seismically active region of Southern California, there is the potential for strong ground motion. As with all projects in the City of Fountain Valley, the proposed Project would comply with the CBC, including all applicable standards related

to seismicity. Further, the proposed pole-mounted digital sign would not be located immediately adjacent to any habitable structures. With the exception of a small corner of the existing commercial retail building, no habitable buildings occur within the 100-foot radius. Therefore, there would be a limited potential for direct or indirect impacts related to seismicity (e.g., damage to adjacent structures). Overall, the impacts related to seismic ground shaking associated with the proposed Project would be *less than significant*.

iii. Seismic-related ground failure, including liquefaction? **Less Than Significant With Mitigation Incorporated.** Liquefaction is a phenomenon when loose, saturated, relatively cohesionless soil deposits lose their shear strength during strong ground motions. The primary factors controlling liquefaction include intensity and duration of ground motion, gradation characteristics of the subsurface soils, in-situ stress conditions, and the depth to groundwater. Liquefaction is typified by a loss of shear strength in the liquefied layers due to rapid increases in pore water pressure generated by earthquake accelerations.

The City's General Plan recognizes the very high potential for liquefication due to the high groundwater level (i.e., 10 feet bgs or less) throughout the City (City of Fountain Valley 1995). The Safety Element describes the high risk of liquefaction in locations south of I-405 and along the Santa Ana River channel, with a buffer of approximately 0.25 miles (City of Fountain Valley 1995). The area north of I-405 is identified by the City as having a moderate or unknown liquefaction risk. Although the Project site is located immediately north of I-405, which, according to these risk designations places it at a moderate or unknown risk, the Project site is also immediately west of the Santa Ana River, thereby increasing its risk of liquefaction. The Project site is located in an area that is mapped as potentially liquefiable by the California Geologic Hazards Map (CDC 2018b).

Nevertheless, as demonstrated by the existing commercial/industrial development in the area, the Project site is capable of supporting development, including the existing 59-foot-tall pole sign structure, which was constructed between 2011 and 2013. As with this existing development, the proposed pole-mounted digital sign would comply with the CBC, including all applicable provisions related to potentially liquefiable soils. To ensure that the potential for adverse effects involving ground failure and liquefaction are reduced to a less than significant level, the proposed Project would be required to implement the following mitigation measure:

Mitigation Measure GEO-1: Prior to final design approval and the issuance of a building permit, a geotechnical investigation shall be conducted. The Applicant shall submit, to the satisfaction of the Director of Planning and Building, a Geotechnical Report that describes issues related to instability, ground-failure, and liquefaction. Where geotechnical hazards are found to exist, appropriate engineering design and construction measures shall be incorporated into the final design of the proposed Project.

Any potential impacts related to instability, ground-failure, and liquefaction would be *less than significant with mitigation incorporated*.

iv. Landslides? **No Impact.** The Project site and the developed land adjacent to and surrounding the Project site are relatively flat and are not located within a State-designated landslide zone (CDC 2018c). There are no hills, slopes, or other steep topographic relief features either on or adjacent to the Project site that could result a landslide. Therefore, implementation of the proposed Project would have *no impact*.

b) Result in substantial soil erosion or loss of topsoil? **Less Than Significant Impact.** The Project site is located in an urbanized area that is completely developed with commercial buildings and paved surface parking lots. Implementation of the proposed Project would involve minor ground disturbance (i.e., excavation and trenching) during demolition of the static sign and construction of the proposed digital sign. The City would require the Applicant to install and maintain all applicable City-required, short-term soil erosion control measures necessary to reduce and minimize soil erosion impacts throughout the 2- to 4-week duration of construction activities. The City has standard soil erosion protection measures that the Applicant would be required to install and maintain throughout excavation and construction to minimize off-site soil erosion such as use of straw waddles, check dams, riprap, or other devices, as approved by the Building Official and/ or Director of Public Works (FVMC Section 18.06.100). With the implementation of all applicable short-term soil erosion control measures potential soil erosion impacts would be *less than significant*.

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? **Less Than Significant Impact With Mitigation Incorporated.** Refer to Section VII(a)(iii). With the implementation of MM GEO-1, hazards related to geologic instability would be *less than significant with mitigation incorporated*.

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? **Less Than Significant With Mitigation Incorporated.** Refer to Section VII(a)(iii). With the implementation of MM GEO-1 hazards related to geologic instability would be *less than significant with mitigation incorporated.*

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water? **No Impact.** The proposed Project would be limited to the demolition of an existing static sign and the construction of a new digital sign in its place. The proposed Project would not involve the construction of habitable buildings or otherwise require the installation of a septic tank or alternate water disposal system. Therefore, the implementation of the proposed Project would have *no impact*.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? **No Impact.** As described in Section V(a), the proposed Project would be limited to the demolition of an existing pole sign structure and the construction of a proposed pole-mounted digital sign in its place. Based on a review of aerial imagery, the existing commercial development was constructed before 1994 and the existing pole sign structure was constructed between 2011 and 2013. As such, the area that would be impacted by excavation of the existing concrete footings and construction of the proposed pole-mounted digital sign has been recently disturbed and is highly unlikely to contain paleontological resources. Therefore, the implementation of the proposed Project would result in *no impact*.

Nevertheless, if paleontological resources are encountered during the course of construction, the City shall halt or divert work and notify a qualified paleontologist who shall document the discovery as needed, evaluate the potential resource, assess the significance of the find, and develop an appropriate treatment plan in consultation with the City.

VIII. GREENHOUSE GAS EMISSIONS

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? **Less Than Significant Impact.** "Greenhouse gases" (GHGs; so called because of their role in trapping heat near the surface of the Earth) emitted by human activity are implicated in global climate change, commonly referred to as "global warming." GHGs contribute to an increase in the temperature of the Earth's atmosphere by transparency to short wavelength visible sunlight, but near opacity to outgoing terrestrial long wavelength heat radiation in some parts of the infrared spectrum. The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), O_3, and water vapor. For purposes of planning and regulation, CCR, Title 14, Section 15364.5 defines GHGs to include CO_2, CH_4, N_2O, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. These gases have different potentials for trapping heat in the atmosphere, called global warming potential (GWP). For example, 1 pound of CH_4 has 21 times more heat capturing potential than 1 pound of CO_2. When dealing with an array of emissions, the gases are converted to carbon dioxide equivalents (CO_2e) for comparison purposes.

In response to the requirements of Senate Bill (SB) 97, the California Natural Resources Agency developed guidelines for the treatment of GHG emissions under CEQA. These new guidelines became State law in March 2010 as part of CCR, Title 14. CEQA Guidelines Section 15064.4 specifies how the significance of GHG emissions is to be evaluated. Emissions may be quantitative, qualitative, or based on performance standards. The CEQA Guidelines allow the lead agency to "select the model or methodology it considers most appropriate."

SCAQMD designates a threshold of 1,400 MT CO_2e/yr for commercial projects, which has been used as a guideline for the GHG analysis for the proposed Project (SCAQMD 2010).

Construction GHG emissions associated with the proposed Project are primarily associated with use of off-road construction equipment, on-road hauling and vendor truck trips, and worker vehicle trips. As with the energy analysis in Section VI, *Energy* for the GHG analysis, the proposed Project is conservatively assumed to be constructed within over a period of 4 weeks. Table 7 presents construction-related GHG emissions for the proposed Project in 2020 from on-site (i.e., construction equipment) and off-site emission sources (i.e., hauling and vendor trucks and worker vehicles). Estimated construction GHG emissions would be well below the SCAQMD threshold of 1,400 MT CO_2e/yr for commercial projects, therefore the GHG impacts from construction associated with the proposed Project would be *less than significant*.

Table 7
Estimated Construction GHG Emissions (MT CO_2e/yr)

Construction Year	MT CO_2e/yr
2023	15.27
SCAQMD Threshold	1,400
Significant?	No

Source: CalEEMod, Version 2016.3.2; see Appendix B for complete results.

Project Operational GHG Emissions

Operation of the proposed pole-mounted digital sign would require periodic maintenance up to 3 times per year, resulting in up to 6 vehicle trips per year (refer to Section III[c]). These periodic maintenance trips would be similar to existing conditions, since the existing pole sign structure requires periodic maintenance including replacement of signs and lighting.

The primary source of new operational GHG emissions would be attributed to electricity consumption of the proposed Project. However, based on the CEQA-compliant Initial Study for a similarly sized digital sign in the City of Baldwin Park, GHG emissions associated with electricity use would be nominal (i.e., less than 1.0 MT CO_2e/yr) (City of Baldwin Park 2017). Therefore, operational GHG emissions would not exceed SCAQMD thresholds of 1,400 MT CO_2e/yr and impacts would be *less than significant*.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? **Less Than Significant Impact.** The City does not have an adopted Climate Action Plan. However, as described in Section VIII(a), the proposed Project would not have a significant increase in either construction or operational GHG emissions. During operation, the proposed Project is estimated to generate less than 1.0 MT CO_2e/yr, which would not exceed the SCAQMD threshold of 1,400 MT CO_2e/yr for commercial projects. Therefore, the proposed Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. The proposed project would, not preclude or obstruct the State's GHG reduction goals established by AB 32 and impacts would be *less than significant*.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? **Less Than Significant Impact.** The proposed Project would include the temporary use of heavy construction equipment that would be fueled or serviced using oils, grease, or diesel. While such materials are not acutely hazardous and would not occur in large quantities, implementation of the proposed Project would introduce hazardous materials, and by extension, risk of accidental spills or leaks. The presence of construction-related hazardous materials would be temporary, occur in minimal amounts, and all storage, handling, use and disposal of these materials are regulated by Federal, State, and local regulations. Compliance with all applicable required standards would ensure that potential impacts related to hazardous materials would be *less than significant*.

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? **No Impact.** As described above in Section IX(a), the proposed Project would not create a significant hazard to the public. Operation of the proposed pole-mounted digital sign would not create or release hazardous materials into the environment. Therefore, implementation of the proposed project would have *no impact*.

c) 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.** No schools are located within a 0.25-mile radius of the Project site. The nearest schools are California Elementary School and TeWinkle Middle School, located

approximately 0.67 miles southeast of the Project site in the City of Costa Mesa, and Cox Elementary School, located approximately 0.74 miles northwest of the Project site in the City of Fountain Valley. The area north of I-405 within a 0.25-mile radius of the Project site is designated as "Workplace Gateway" in the Fountain Valley Crossings Specific Plan, intended to enable high value office development to mix with other uses on freeway adjacent sites. Therefore, no schools are currently proposed or likely to be proposed in the future. The area to the south of I-405 within 0.25 mile of the Project site is already developed with industrial, residential, and public/institutional land uses and is therefore unlikely to be occupied by a school in the future. None of the activities associated with the construction or operation of the proposed Project would impact nearby schools. Hazardous materials such as diesel fuel, lubricants, and paints would be stored and used at the Project site during construction. However, these hazardous materials would be stored in accordance with all applicable Federal, State, and local regulations. Compliance with these laws and regulations during construction of the proposed Project would ensure that potential impacts would be *less than significant*.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or environment? **No Impact.** The Project site is not listed as a hazardous material site on the "Cortese" list pursuant to Government Code Section 65962.5 (Department of Toxic Substance Control 2020). Therefore, implementation of the proposed Project would have *no impact*.

e) For a project located within an airport land use plan, or where such a plan has not been adopted, within 2 miles of a public airport, would the project result in a safety hazard or excessive noise for people working or residing in the project area? **No Impact.** The closest airport to the Project site is John Wayne Airport, which is a public use, general aviation airport, located approximately 4 miles east of the Project site. The Project site is located outside of the John Wayne Airport Influence Area (Airport Land Use Commission for Orange County [ALUCOC] 2005, 2008) and would not result in safety hazards or excessive noise for construction workers or maintenance workers at the Project site, therefore, the proposed Project would have *no impact*.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? **No Impact.** Construction staging and equipment laydown areas would be located within the paved surface parking lot within the Project site (i.e., outside of the public right-of-way) and would not impair or otherwise physically interfere with the circulation of surrounding roadways, including accessibility of emergency response vehicles and/or passenger vehicles using the surrounding roadway network in the event of an emergency or evacuation. Similarly, the proposed pole-mounted digital sign would replace the existing static sign and would not affect or otherwise encroach on the surrounding roadways. Therefore, the implementation of the proposed Project would have *no impact*.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? **No Impact.** There are no designated wildland hazard severity zones in the City of Fountain Valley (California Department of Forestry and Fire Protection [CalFire] 2007, 2011; see Section XX, *Wildfire*). Therefore, the implementation of the proposed Project would have *no impact*.

X. HYDROLOGY AND WATER QUALITY

Would the project:

a) Violate any water quality standards or waste discharge requirements? **Less Than Significant Impact.** As part of Section 402 of the Clean Water Act (CWA), the USEPA has established regulations under the National Pollutant Discharge Elimination System (NPDES) program to control direct storm water discharges. In California, the State Water Regional Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The Project site is located within the Santa Ana River watershed and falls under the jurisdiction of the Santa Ana Regional Water Quality Control Board (SARWQCB). The SARWQCB provides a Stormwater Quality Control Plan (SQCP), which outlines water quality objectives and regulates waste discharges. Thus, development compliant with the SQCP would not exceed limitations of receiving waters and would not conflict with water quality standards.

Further, the City has established standards and regulations for the management of stormwater in the FVMC. Pursuant to FVMC Section 18.06.100, the proposed Project is subject to erosion control provisions imposed by the City's NPDES Permit (FVMC Section 18.06.100). Under FVMC Section 21.18.120, the proposed Project would be subject to compliance with the CWA, the City's NPDES Permit, Orange County's Drainage Area Management Plan (DAMP) and the City's Local Implementation Plan (LIP). Under the LIP, the proposed Project must implement low impact development (LID) BMPs to reduce runoff and minimize potential impacts to hydrology and water quality.

Construction of the proposed Project would involve use of heavy construction equipment during excavation and trenching. As previously described, it is anticipated that excavation would occur over an approximate 7- by 7-foot area. Such activities could potentially generate silt and pollutants However, the Project site is separated from the Santa Ana River by a distance of 180 feet and Euclid Street, which consists of three northbound and three southbound lanes, cumulatively spanning approximately 85 feet. The 10-foot-tall levees that form the banks of the channelized river prevent direct runoff from adjacent properties. Further, the proposed Project would implement standard construction BMPs (e.g., applying water to prevent or alleviate dust nuisances, street sweeping and vacuuming, etc.). Therefore, the risk of stormwater pollution during construction activities would be minimal. Following the completion of construction, operation of the proposed digital sign would not constitute a substantial new source of pollutants to storm water runoff. Therefore, impacts to water quality would be *less than significant*.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? **No Impact.** The proposed Project is limited to the demolition of the existing pole sign structure and the construction of a proposed pole-mounted digital sign in its place. Construction and operation of the proposed Project would have no impact on groundwater demands and would not interfere with groundwater recharge. Therefore, implementation of the proposed Project would have *no impact*.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river 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 Impact.** The Project site is relatively flat and characterized by existing commercial retail development and paved surface parking lots. The existing drainage patterns on the Project site would be maintained following completion of the proposed Project; therefore, existing flows would not be impacted. No natural drainage systems (i.e., stream or river) exist on-site. Implementation of the proposed Project would not alter flows of the Santa Ana River, which is located approximately 180 feet west of the Project site. Construction activities would involve minor grading and re-paving of previously disturbed surface areas. However, ground disturbance would be limited to and area of approximately 50 sf; therefore, the potential for erosion or siltation during construction would be minimal. Additionally, implementation of the standard BMPs discussed in Section X(b) would further reduce potential for adverse impacts. Repaving would only occur over areas with existing pavement; therefore, the net coverage of impervious surface area on or surrounding the Project site would not increase, and surface runoff flows would not increase. Since the proposed Project would neither generate additional runoff, nor alter the course of any downstream watercourses, impacts 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 discussed in Section X(c)(i), the proposed Project would not significantly increase the amount of runoff generated from the Project site. Following the installation of the proposed pole-mounted digital sign, the existing impervious surface area at the Project site would remain unchanged. The construction of the proposed pole-mounted digital sign would not substantially increase the rate or amount of surface runoff or contribute to potential exceedances in the capacity of the existing storm drain system. Therefore, implementation of the proposed Project would have *no impact*.

*iii. **Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?*** **No Impact.** As described in Sections X(c)(i) and (ii), the proposed Project would not be a substantial source of pollutants, increase impervious surface cover, or increase the rate or amount of surface runoff during or following the completion of construction activities. Therefore, the construction of the proposed pole-mounted digital sign would not exceed the capacity of, or otherwise impact, the existing storm drain system. Further, as discussed in Section X(a), the installation of on-site BMPs during construction would further reduce the potential for the discharge of pollutants from the Project site into the existing off-site storm drain system in compliance with the SQCP. Therefore, implementation of the proposed Project would have *no impact*.

*iv. **Impede or redirect flood flows?*** **No Impact.** Refer to Sections X(c)(i) and (ii).

*d) **In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.*** **Less Than Significant Impact.** The Project site is located in a moderate flood hazard area, as designated by Federal Emergency Management Agency (FEMA) flood maps (FEMA 2019). However, the Project site is protected from the 100-year flood due to existing levees forming the banks of the channelized Santa Ana River. The Project site is approximately 4.69 miles from the Pacific Ocean and approximately 23 feet above mean sea level. The Project site is not mapped within a Tsunami Inundation Area (CDC 2009). The City's General Plan recognizes seismic seiches as potential hazards to the City due to the large wastewater collection and treatment center (located approximately 0.2 miles southwest of the Project site), associated waste water pipelines, two 5-million-gallon storage and distribution reservoirs (the

nearest of which is located approximately 380 feet south of the Project site), and other water storage tanks located within the City (City of Fountain Valley 1995, 2016). However, as descried in Section IX, *Hazards and Hazardous Materials* construction and operation of the proposed digital sign would not introduce or generate acutely hazardous materials or pollutants. Therefore, potential impacts associated with the proposed Project would be *less than significant*.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. **No Impact.** The City of Fountain Valley has an adopted Urban Water Management Plan (UWMP). The UWMP provides a detailed summary of present and future water resources and provides an assessment of the City of Fountain Valley's water resource needs. The UWMP provides water supply planning for a 25-year planning period in 5-year increments and identifies water supplies needs to meet existing and future demands. The City gets its water from three main sources, recycled water from Orange County Water District's Green Acres Project, local well water from the Lower Santa Ana River Groundwater Basin, and imported water from the Municipal Water District of Orange County (City of Fountain Valley 2016).

The UWMP analyzed the future water demand for the City based on land use type, including single-family, multi-family, commercial, institutional, industrial, etc. The UWMP also analyzed its future water supply based on the reliability of its existing sources of water including groundwater, MWD, recycling, etc. The proposed Project would not create a demand on the existing water supply described in the UWMP. Additionally, the proposed Project would not affect percolation of runoff into soils surrounding the Project site or otherwise alter recharge of the local groundwater. Therefore, implementation of proposed Project would not affect the UWMP and would have *no impact*.

XI. LAND USE AND PLANNING

Would the project:

a) *Physically divide an established community?* **No Impact.** The Fountain Valley Crossings Specific Plan Area is located in the southeast area of the City, immediately north of I-405 and west of the Santa Ana River. The Project site is designated as "Workplace Gateway" in the Fountain Crossings Specific Plan, intended to enable high value office development to mix with other uses on freeway adjacent sites. The Project site is also located within the "Activity Core" overlay, which is intended to offer commercial goods and services as well as community services that cater to the immediate district as well as the City and surrounding area (City of Fountain Valley 2018). The proposed Project would be limited to the demolition of an existing pole sign structure and the construction of a proposed pole-mounted digital sign in its place. The proposed pole-mounted digital sign is an ancillary structure that would not impair or physically interfere with the existing land use designation or the circulation of surrounding roadway network, bicycle facilities, or pedestrian facilities. Therefore, the proposed Project would not physically divide an established community and would have *no impact*.

The Project site is located within an area designated as Specific Plan and supports commercial business. The introduction of a proposed pole-mounted digital sign would not be inconsistent with the surrounding area.

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?* **Less Than Significant Impact.** The Project site is located in an urbanized area designated as "Commercial Manufacturing" by the City's General Plan (City of Fountain Valley 1995) and zoned as "Specific Plan" under the Fountain Valley Zoning Ordinance (FVMC Title 21; City of Fountain Valley 2019). The Project site is designated as "Workplace Gateway" in the Fountain Valley Crossings Specific Plan, intended to enable high value office development to mix with other uses on freeway adjacent sites. The Project site is also located within the "Activity Core" overlay, which is intended to offer commercial goods and services as well as community services that cater to the immediate district as well as the City and surrounding area (City of Fountain Valley 2018).

General Plan Consistency

General Plan goals relating to "Commercial Manufacturing" prioritize the accommodation of light industrial uses and office space. Service and retail uses that are supportive of these primary uses are also permitted in areas designated as Commercial Manufacturing. The General Plan also prioritizes local economic development within the City. The proposed pole-mounted digital sign would support such goals by providing advertisements for on- and off-site businesses, including local businesses within the City of Fountain Valley. The unique location of the proposed digital sign along I-405 would enhance the overall visibility of the City and provide advertisements to local and non-local commuters. In addition, in accordance with

the Development Agreement, the proposed digital sign would promote public benefits and events as well as aid public safety and health by displaying amber alerts and public notices for the police and fire department during emergency events when widespread public alerts are needed. As such, the proposed Project would be consistent with the City's General Plan.

Zoning and Specific Plan Consistency

The Project site is zoned as "Specific Plan" under the Fountain Valley Zoning Ordinance (FVMC Title 21; City of Fountain Valley 2019). The "Specific Plan" zoning districts are intended to address specific areas within the community that warrant a comprehensive set of land use policies and standards designed for the unique features of the area. Areas designated as a "Specific Plan" shall adhere to standards adopted within the applicable specific plan to address specific site constraints and opportunities, including buffering, traffic, noise, and other land use compatibility impacts (FVMC 21.12.020[3]).

Land use and development at the Project site is regulated by the Fountain Valley Crossings Specific Plan (City of Fountain Valley 2018a). The Fountain Valley Crossings Specific Plan Area is further organized by four districts: Mixed Industry District, Workplace Gateway District, Workplace Neighborhood District, and Other. The Project site is designated as "Workplace Gateway" and is also located within the "Activity Core" overlay (City of Fountain Valley 2018a). Uses permitted within the "Workplace Gateway" segment include retail, civic and cultural, workplace, and lodging. The "Activity Core" overlay is defined as retail cluster consisting of eating and drinking establishments, convenience uses, small-scale shopping, and personal services that provide goods and services amenities to nearby district workers/residents and nearby neighborhoods.

Under the proposed Project, Section 2.9 would be amended by the City to allow for the display of off-site advertising within a limited area between I-405 mile marker 12.41 and 12.50. Caltrans regulates the placement of outdoor advertising displays visible from California Highways. According to California Business and Professions Code Section 5216, development of outdoor advertising displays is prohibited in areas designated as "landscaped freeway" (Caltrans 2020a). The Project site – between I-405 mile marker 12.41 to 12.50 – is the only area in the City of Fountain Valley along I-405 that is not designated as a "landscaped freeway" by Caltrans. Therefore, the proposed amendments would allow for the development of a single digital sign on the Project site and would not facilitate the development of similar signage within other properties or areas of the City.

The proposed Project would be limited to the demolition of an existing pole sign structure and the construction of a proposed pole-mounted digital sign in its place. The proposed pole-mounted digital sign is an ancillary structure that would not impair or physically interfere with the existing land use designations under the Fountain Valley Crossings Specific Plan. Prior to the issuance of a building permit for the proposed pole-mounted digital sign the Applicant would enter into a Development Agreement with the City. As a part of the proposed Project, the Applicant shall implement measures described in the Development Agreement, including but not limited to compliance with the standards adopted by the OAAA regarding lighting. As such, the proposed Project would not cause adverse environmental effects. With the City's adoption of the proposed amendment to Section 2.9, the proposed Project would have a *less than significant impact*.

Outdoor Advertising Act Compliance

Pursuant to the Federal Highway Beautification Act (1965) and State Outdoor Advertising Act (2014), Caltrans is responsible for regulating the placement of outdoor advertising displays visible from California Highways and performing regular reviews of outdoor advertising displays located adjacent to freeways and highways identified on the National Highway System. Due to the proximity of the Project site to I-405, the Applicant would be required to obtain an Outdoor Advertising Permit from the Caltrans pursuant to the Outdoor Advertising Act. To obtain a permit, the displays must meet the following Caltrans general guidelines:

Display Location

- Must be outside the right of way of any highway.
- Must be outside of any stream, or drainage channel.
- There must be an existing business activity within 1,000 feet of proposed display location on either of the highway.
- Location of property where display is to be placed must be zoned industrial or commercial.
- Must have current property owner consent, in writing, to place the display at desired location.
- Location may not be adjacent to a landscaped section of a freeway.
- Location may not be adjacent to a scenic highway.

Display

- Display must be 500 feet from any permitted display on same side of any highway that is a freeway.
- Display must be 300 feet from any other permitted display on same side of any primary highway that is not a freeway and is within the limits of an incorporated city.

According to California Business and Professions Code Section 5216, development of outdoor advertising displays is prohibited in areas designated as "landscaped freeway" (Caltrans 2020a). The Project site – between I-405 mile marker 12.41 to 12.50 – is the only area in the City of Fountain Valley along I-405 that is not designated as a "landscaped freeway" by Caltrans. Therefore, the City's adoption of the proposed amendments to the Fountain Valley Crossings Specific Plan and the FVMC would allow for the development of a single digital sign on the Project site and would not facilitate the development of similar signage within other properties or areas of the City.

With the adoption of the proposed amendments by the City and the issuance of an Outdoor Advertising Permit by Caltrans, the proposed Project would be consistent with land use regulations and policies and impacts would be *less than significant*.

XII. MINERAL RESOURCES

Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? **No Impact.** According to the Program EIR for the Fountain Valley Crossings Specific Plan there are no known mineral resources or associated operational mineral resource recovery sites within the Project site or in the surrounding vicinity (City of Fountain Valley 2018b). The City's General Plan does not identify any locally important minerals either within the Project site or in the surrounding vicinity

(City of Fountain Valley 1995). Further, there are no mining activities either on or adjacent to the Project site. Therefore, with regard to mineral resources, the proposed Project would have *no impact*.

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? **No Impact.** Refer to Section XII(a).

XIII. NOISE

Would the project:

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? **Less Than Significant Impact.** Noise is typically defined as unwanted sound that interferes with normal activities or otherwise diminishes the quality of the human or natural environment. The ambient noise environment typically includes background noise generated from both near and distant noise sources. These can vary from an occasional aircraft overhead or an occasional train passing by to continuous noise from sources such as consistent vehicle traffic along a major road and/or pedestrian activity within open space recreational areas or other places where people congregate.

Sound is technically described in terms of the loudness (i.e., amplitude) and frequency (i.e., pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Decibels are based on a logarithmic scale, which compresses the wide range in sound pressure levels to a more useable range of numbers. This is called "A-weighting" and is commonly used in the measurement of ambient community environmental noise. Unless otherwise noted, all decibel measurements presented in the following noise analysis are A-weighted decibels (dBA).

In terms of human response to noise, a 3-dBA noise level increase is barely perceptible to most people, a 5-dBA noise level increase is readily noticeable, and a difference of 10 dBA would be perceived as a doubling of loudness (i.e., 100 percent increase) (Federal Interagency Committee on Urban Noise [FICUN] 1980; Harris Miller Miller & Hanson Inc. 2006).

Noise Standards

Several rating scales have been developed to analyze the adverse effect noise on people. Since environmental noise fluctuates, these scales consider the effect of noise upon people largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Each noise rating scale applicable to this analysis is defined as follows:

- Equivalent Continuous Noise Level (L_{eq}) is the average acoustic energy of noise for a given period. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. This rating scale does not "weight" or "penalize" noise, depending on whether it occurs during the day or the night.

- Community Noise Equivalent Level (CNEL) is a 24-hour average L_{eq} with a 5-dBA "weighting" or "penalty" during the hours of 7:00 pm to 10:00 pm and a 10-dBA "weighting" or "penalty" a during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.7 dBA CNEL. CNEL is often used due to its utility in identifying noise related sleep disturbance effects, often a key community concern for increases in noise levels. This metric is typically used by state and local agencies for noise analyses and CEQA-compliant documents.

- Minimum Instantaneous Noise Level (L_{min}) is the minimum instantaneous noise level experienced during a given period.

- Maximum Instantaneous Noise Level (L_{max}) is the maximum instantaneous noise level experienced during a given period.

Pursuant to FVMC Section 6.28.050(a), the exterior noise standards presented in Table 8 apply to all residential property.

Table 8
Fountain Valley Noise Ordinance Standards
FVMC Section 6.28.050

Noise Zone I	Time Period	Exterior Noise Standard
All properties located in residential zone districts	7:00 am – 10:00 pm	55 dBA
	10:00 pm – 7:00 am	50 dBA

Further pursuant to FVMC 6.28.050(b), it is unlawful for any person at any location within the City to create any noise, or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, when the foregoing causes the noise level, when measured on any other residential property, either incorporated or unincorporated, to exceed:

- The noise standard for a cumulative period of more than 30 minutes in any hour; or

- The noise standard plus 5 dBA for a cumulative period of more than 15 minutes in any hour; or

- The noise standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour; or

- The noise standard plus 15 dBA for a cumulative period of more than 1 minute in any hour; or

- The noise standard plus 20 dBA for any period of time.

However, noise sources associated with the construction, repair, remodeling or grading of any real property, provided these activities take place between the hours of 7:00 am and 8:00 pm Monday through Friday, 9:00 am through 8:00 pm on Saturday and at no time on Sunday or any legal holiday (FVMC Section 6.28.070[5]).

Temporary Noise Impacts

The existing ambient noise levels at the Project site and the immediate vicinity would increase temporarily during construction-related activities. Short-term noise would be generated during excavation, trenching, and the construction of the proposed pole-mounted digital sign. Noise would also be generated by construction workers commuting to the Project site, the delivery of materials and supplies to the Project site, and the operation of on-site construction equipment (e.g., hydraulic truck crane).

Moon Park is the closest sensitive receptor to the Project site. As with the Project site, the existing ambient noise level at Moon Park is primarily associated with vehicle traffic along I-405.

Temporary construction noise impacts vary markedly due to the noise level range of the various types of construction equipment as well as the activity level and the distance from the equipment to the closest sensitive receptor. Short-term construction noise impacts typically occur in discrete phases dominated by large, earth-moving equipment that are used during demolition and grading operations.

In 2006, the Federal Highway Administration (FHWA) published the Roadway Construction Noise Model that includes a national database of construction equipment reference noise levels. In addition, the database provides an acoustical usage factor to estimate the fraction of time each piece of construction equipment is operating at full power during a construction phase. Table 9 identifies the highest (L_{max}) noise levels that are typically associated with each type of construction equipment.

Table 9
Construction Equipment Noise Levels

Phase	Equipment	Usage Factor	Noise Level at 50 feet (dBA L_{max})
Demolition	Crane	16%	81
	Concrete Saw	20%	90
	Loader/Backhoe	40%	78
	Rubber Tired Dozer	40%	N/A
Grading/Trenching	Excavator	40%	81
	Grader	40%	N/A
	Aerial Lift	20%	75
	Loader/Backhoe	40%	78
	Drill Rig	20%	79
	Trencher	N/A	N/A
	Cement and Mortar Mixer	40%	79
	Concrete Saw	20%	90
Construction	Crane	16%	81

Phase	Equipment	Usage Factor	Noise Level at 50 feet (dBA L_{max})
	Loader/Backhoe	40%	78
	Welder	16%	74
	Forklift	N/A	N/A
	Aerial Lift	20%	75

Source: FHWA's Roadway Construction Noise Model 2006

The closest sensitive receptors to the Project site are Moon Park, approximately 675 feet southeast of the Project site, and the adjacent residences located approximately 900 feet southeast of the Project site. Saint Barnabas Orthodox Church, located approximately 1,100 feet to the northeast of the Project site, would also be considered a sensitive receptor pursuant to FVMC, Section 6.28.080.

Exterior noise levels were calculated at residences closest to the Project site with the operation of on-site construction equipment. There is an existing cement wall along the southern side of I-405 that separates the residences from the freeway. This cement wall acts as a sound barrier, effectively reducing noise from 8 to 16 dBA depending on the wall height and location along I-405 (City of Fountain Valley 1995). This analysis assumes a conservative estimate of a 5-dBA reduction.

Table 10
Construction Noise Equipment Levels at Off-Site Noise Sensitive Uses

Phase	Equipment	Noise at Moon Park (dBA L_{max})	Noise at Residential Neighborhood (dBA L_{max})
Demolition	Crane	54	51
	Concrete Saw	63	60
	Loader/Backhoe	51	48
	Rubber Tired Dozer	N/A	N/A
Grading/ Trenching	Excavator	54	51
	Grader	N/A	N/A
	Aerial Lift	48	45
	Loader/Backhoe	51	48
	Drill Rig	52	49
	Trencher	N/A	N/A
	Cement and Mortar Mixer	52	49
	Concrete Saw	63	60
Construction	Crane	54	51
	Loader/Backhoe	51	48
	Welder	47	44
	Forklift	N/A	N/A
	Aerial Lift	48	45

The potential for construction-related noise to adversely affect nearby sensitive receptors would depend on the location and proximity of construction activities to these receptors. It

should be noted that the noise levels identified in Table 10 are maximum sound levels, which are the highest individual sound occurring at an individual time period. Operating cycles for these types of construction equipment may involve 1 to 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings.

Further, although construction noise levels would temporarily exceed the noise thresholds identified in FVMC 6.28.050(a) and (b), the Noise Ordinance excludes construction noise level restrictions during the hours of 7:00 a.m. and 8:00 p.m. Monday through Friday and 9:00 a.m. and 8:00 p.m. on Saturdays. Therefore, compliance with the City's Noise Ordinance would ensure that impacts during the 2- to 4-week construction period would be *less than significant*.

b) Generation of excessive ground borne vibration or ground borne noise levels? **Less Than Significant Impact.** The Project site is subject to occasional ground borne vibration due to existing vehicle traffic on I-405 and Euclid Street. The existing vibration levels at the Project site are short-term in duration and barely perceptible. The proposed Project may result in additional instances of ground borne vibration over the 2- to 4-week construction period from use of construction equipment and heavy haul trucks. However, vibration levels associated with the proposed construction activities would not be substantially greater than existing vibration levels from vehicle traffic. The proposed Project would not necessitate the use of equipment that serve as substantial sources of vibration (e.g., pile drivers). Residential areas are generally sensitive receptors to ground borne vibration. The nearest residential area is located approximately 900 feet southeast, across I-405. Construction-related vibration levels associated with the proposed Project would not be substantial enough to affect residential areas at this distance. Therefore, impacts related to ground borne vibrations would be *less than significant.*

c) For a project located within the vicinity of a private air strip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport, would the project expose people residing or working in the project area to excessive noise levels? **No Impact.** There are no private air strips or public airports in the City of Fountain Valley or in the immediate vicinity of the proposed Project. As described in Section IX(e) John Wayne Airport is located approximately 4 miles east of the Project site. As such, the Project site is located outside of the John Wayne Airport Influence Area (ALUCOC 2005, 2008). Because the Project site is not located within 2 miles of an airport and is not located within an airport land use plan, the proposed Project would not be expose people to excessive noise levels associated with public airports or private airstrips, as such, there would be *no impact*.

XIV. POPULATION AND HOUSING

Would the project:

a) Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)? **No Impact.** The proposed Project would be limited to the demolition of an existing static sign and the construction of a proposed digital sign in its place. The proposed Project would not result in additional residential uses, additional roads, or other infrastructure. As such, the proposed Project would neither directly, nor indirectly result in population growth. Implementation of the proposed Project would have *no impact*.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? **No Impact.** As previously described the

Project site is located in an urbanized area that is completely developed with commercial structures, paved surface parking lots, and heavily trafficked roadways. The Project site is zoned as "Specific Plan." The Project site is designated as "Workplace Gateway" in the Fountain Valley Crossings Specific Plan and is located within the "Activity Core" overlay (City of Fountain Valley 2018a). As such, there are neither existing, nor proposed residential units on the Project site. The nearest residential area is located approximately 900 feet to the southeast, in the City of Costa Mesa, south of I-405. Therefore, the proposed Project would neither displace housing, nor require the construction of replacement housing. Implementation of the proposed Project would have *no impact*.

XV. PUBLIC SERVICES

Would the project:

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:

i. Fire protection? **No Impact.** Fire protection services are provided to the Project site and surrounding vicinity by the Fountain Valley Fire Department. Fire Station No. 2 is located at 16767 Newhope Street, approximately 1.65 miles to the north of the Project site, and Fire Station No. 1 is located at 17737 Bushard Street, approximately 1.7 miles northwest of the Project site. Both fire stations have an estimated emergency response time of 5 minutes or less (City of Fountain Valley 2017). The proposed Project would be limited to the demolition of an existing static sign and the construction of a proposed digital sign in its place. Construction and operation of the proposed pole-mounted digital sign would not create a substantial need for new or additional fire protection services or facilities within the City in order to maintain acceptable fire protection performance objectives. As such, implementation of the proposed Project would have *no impact*.

ii. Police protection? **No Impact.** Police protection services are provided to the Project site and surrounding vicinity by the Fountain Valley Police Department. The Police Station is located at 10200 Slater Avenue, approximately 1.2 miles northwest of the Project site. The proposed Project would be limited to the demolition of an existing pole sign structure and the construction of a proposed pole-mounted digital sign in its place. Construction and operation of the proposed pole-mounted digital sign would not create a need for new or additional police protection services or facilities in order to maintain acceptable police protection performance objectives. As such, the implementation of the proposed Project would have *no impact*.

iii. Schools? **No Impact.** As described in Section IX(c), the nearest schools are California Elementary School and TeWinkle Middle School, located approximately 0.67 miles southeast of the Project site in the City of Costa Mesa, and Cox Elementary School, located approximately 0.74 miles northwest of the Project site in the City of Fountain Valley. The proposed Project would be limited to the demolition of an existing static sign and the construction of a proposed pole-mounted digital sign in its place. As described in Section XIV, *Population and Housing*, construction and operation of the proposed pole-mounted digital sign would not induce population growth and as such it would not create a need for school services. Implementation of the proposed Project would have *no impact*.

iv. ***Parks?*** **No Impact.** The closest public park to the Project site is Moon Park, located approximately 675 feet to the southeast of Project site in Costa Mesa, across I-405. Moon Park is approximately 2.27 acres and includes a playground and picnic tables. As described in Section XIV, *Population and Housing*, construction and operation of the proposed pole-mounted digital sign would not result in any population growth and as such it would not create a new need for public parks. As such, the proposed Project would have *no impact*.

v. ***Other public facilities?*** **No Impact.** There are no other public facilities (e.g., libraries) or services that would be impacted by the proposed Project. As such, the proposed Project would have *no impact*.

XVI. RECREATION

Would the project:

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? **No Impact.** Refer to Section XV(a)(iv).

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? **No Impact.** Refer to Section XV(a)(iv).

XVII. TRANSPORTATION

Would the project:

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? **No Impact.** The proposed Project would be limited to the demolition of an existing pole sign structure and the construction of a proposed pole-mounted digital sign in its place and would not affect the surrounding roadways. As described in Section XI, *Land Use and Planning* construction staging and equipment laydown areas would be located in the paved surface parking lot within the Project site (i.e., outside of the public right-of-way) and would not impair or physically interfere with the circulation of the surrounding roadway network, bicycle facilities, or pedestrian facilities. As such, the proposed Project would have *no impact*.

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)? **Less Than Significant Impact.** Implementation of the proposed Project would result in a temporary, short-term increase in vehicle trips during the 2- to 4-week construction duration. It is anticipated that concrete debris from the demolition of the existing concrete foundations would require approximately 5 heavy haul truck trips. Construction associated with the proposed Project would require approximately 14 truck trips for removal of the existing static display and delivery of the pole support mount, digital displays, and other associated construction materials. It is estimated that up to 10 construction workers would be on-site for the duration of the construction activities. Therefore, there would be a total of less than 25 trips per day. According to a technical advisory on evaluating transportation impacts from the State of California Governor's Office of Planning and Research (OPR), *"[a]bsent substantial evidence indicating that a project would generate a potentially significant level of vehicle miles traveled (VMT), or inconsistency with a Sustainable Communities Strategy (SCS)*

or general plan, projects that generate or attract fewer than 110 trips per day[3] *generally may be assumed to cause a less than significant transportation impact*" (OPR 2018). Therefore, because the proposed construction activities would generate fewer trips than the OPR's threshold of 110 trips per day, impacts related to VMT would be *less than significant*.

As described in Section III(c), operation of the proposed digital sign would require periodic maintenance up to three times per year, resulting in up to 6 vehicle trips per year. These periodic maintenance trips would be similar to existing conditions, since the existing static sign requires periodic maintenance including replacement of sign signs and lighting. Therefore, impacts related to VMT would be *less than significant*.

c) 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 With Mitigation Incorporated.** Two driveways provide access to the Project site from Euclid Street, one driveway is located on the northeast corner of the Project site and the other is located on the southeast corner immediately adjacent to the existing pole sign structure. During construction activities – particularly during the use of the hydraulic truck crane to demolish the existing pole sign structure and to construct the proposed pole-mounted digital sign – the proposed Project could result in temporary safety hazards for vehicles and pedestrians. However, compliance with the construction management plan required by MM T-1 would ensure that impacts would be *less than significant with mitigation incorporated*.

Mitigation Measure T-1: Prior to the issuance of a building permit for the pole mounted digital sign, the Applicant shall submit, to the satisfaction of the Director of Planning and Building, a Construction Traffic Management Plan, to address and manage vehicle and pedestrian traffic during the 2- to 4-week construction period.

The plan shall be designed to accomplish the following:

- Ensure safety for construction workers, commercial retail employees and customers, and vehicles and pedestrians traveling along Euclid Street.

- Minimize traffic and circulation impacts on the surrounding roadway network – including Euclid Street – to the maximum extent feasible during the 2- to 4-week construction period.

The plan shall, at a minimum, include the following:

- Description and/or depiction of construction and equipment staging areas within the existing paved surface parking lot.

- Description and/or depiction of the timing and location of designated detours for vehicles, bicycles, and pedestrians. For example, the southeastern driveway at the

[3] *"CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines Section 15301[e][2]) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact"* (OPR 2018).

Project site may require temporary closure during demolition of the existing static sign and/or construction of the proposed digital sign.

- Requirements for at least one construction flagger that shall be stationed at southeastern driveway of the Project site to ensure coordination managing vehicle and pedestrian traffic. The construction management plan shall provide detailed methods for the construction flagger(s) to address potential safety hazards related heavy truck traffic and construction equipment.

- Requirements for traffic cones and warning signs along southbound Euclid Street near the Project site.

- Requirements for streets and equipment to be cleaned in accordance with established City Public Works Department guidelines.

- Requirements for all heavy truck drivers and equipment operators to receive a briefing at the beginning of construction regarding traffic safety concerns anticipated to be encountered at the Project site and in the surrounding vicinity.

- Requirements for the Applicant to advise adjacent properties of construction activities using information signs, mailings, and/or e-mail.

d) Result in inadequate emergency access? **No Impact.** Refer to Section IX(f). Construction staging and equipment laydown areas would be located within the paved surface parking lot within the Project site (i.e., outside of the public right-of-way) and would not impair or physically interfere with the circulation of surrounding roadways, including accessibility of emergency response vehicles. Similarly, the proposed pole-mounted digital sign would replace the existing pole sign structure and would not affect the surrounding roadways. Therefore, implementation of the proposed Project would have *no impact*.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project:

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). **No Impact.** As described in Section V, *Cultural Resources* the area that would be impacted by excavation of the existing concrete footings and construction of the proposed digital sign has been recently disturbed and is highly unlikely to contain buried pre-historic or historic archaeological resources. Therefore, the implementation proposed Project would result in *no impact*.

In the unlikely event that historic or archaeological resources are encountered during construction activities, the Applicant would adhere to CEQA Guidelines (CCR Title 14, Section 15064.5), which states that construction activities would cease in the affected area in the highly unlikely event an archaeological discovery is made. Once the discovery has been evaluated by a qualified archaeologist, (36 CFR §800.11.1 and CCR, Title 14,

Section 15064.5[f]) and if the resource is found to not be significant, the work can resume. If the resource is found to be significant, it shall be avoided or shall be treated consistent with Section 106 of the National Historic Preservation Act or State Historic Resource Preservation Officer Guidelines.

As required by Assembly Bill (AB) 52, letters were mailed to the Native American tribes that have previously requested notification to formally invite consultation with the City in compliance with Public Resources Code Section 21080.3.1.

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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. **No Impact.** Refer to Section XVIII(a).

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

a) **Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects? Less Than Significant Impact.** The proposed Project would not create or require any changes to water, wastewater treatment, storm water drainage, or natural gas facilities. As described in Section VI(a), it is estimated operation of the proposed Project would generate a demand for electricity of approximately 6,500 kWh per month, or 78 MWh annually (City of Baldwin Park 2017). Existing on-site utility infrastructure would be able to provide for this minor increase in demand. The proposed Project would involve trenching to connect the proposed pole-mounted digital sign to the existing on-site power source adjacent to the existing commercial retail building. However, these activities would involve minor ground disturbance (i.e., trenching to a depth of between 18 and 24 inches) and would not cause significant environmental impacts or interruptions in utilities service. Therefore, impacts to existing utilities and service systems would be *less than significant*.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? **No Impact.** The proposed Project would be limited to the demolition of an existing static sign and the construction of a proposed digital sign in its place. The proposed Project would not result in increased water consumption or wastewater generation compared to existing conditions. Implementation of the proposed Project would not require water and wastewater conveyance facilities or the expansion of existing facilities. Therefore, implementation of the proposed Project would have *no impact.*

c) Result in a determination by the wastewater treatment provider that 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.** Refer to Section XIX(b).

d) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? **Less Than Significant.** No solid waste would be generated during long-term operation of the proposed pole-mounted digital sign in comparison to existing conditions. Demolition of the pole sign structure may generate debris, such as asphalt, rubble, or concrete that cannot be recycled and would be hauled to a landfill.

Republic Services is the current contract solid waste hauler for the City of Fountain Valley and would serve the proposed Project. The solid waste that is collected in Fountain Valley is taken to a MRF in Huntington Beach. All recyclables are recovered and the remaining solid waste is taken to the Frank R. Bowerman Landfill. The City's waste hauler would actively recycle the solid waste generated by the proposed Project to reduce the amount of material that is hauled to the landfill. Any solid waste generated by the proposed Project that cannot be recycled would be hauled to the Frank R. Bowerman Landfill. The Frank R. Bowerman Landfill is permitted to accept 11,500 tons per day maximum with an 8,500 tons per day annual average and has enough capacity to serve residents and businesses until approximately 2,052 tons. The solid waste generated by the proposed Project during the 2- to 4-week construction period would incrementally contribute to the facility's daily intake and would not result in exceedance of the facility's total daily capacity. Therefore, impacts to the life expectancy of any of the landfills that serve the proposed Project would be *less than significant*.

e) Comply with Federal, State, and local statutes and regulations related to solid waste? **No Impact.** The City complies with all Federal, State, and local statutes and regulations related to solid waste. Any waste generated during construction would be subject to compliance with all applicable solid waste statues and regulations. Implementation of the proposed Project would not generate large quantities of solid waste. As such, the proposed Project would have *no impact*.

XX. WILDFIRE

<u>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</u>

a) Substantially impair an adopted emergency response plan or emergency evacuation plan? **No Impact.** Based on review of the wildland fire hazard severity zones in Local Responsibility Areas and State and Federal Responsibility Areas Map, the City of Fountain Valley is not located within a very high fire hazard severity zone (CalFire 2011). The closest moderate, high, or very high fire hazard severity zone is the open space that extends along the south side of University Drive from Culver Drive east to Ridgeline Drive in the City of Irvine approximately 7 miles southeast of the Project site. The proposed Project would not impair any emergency response or emergency evacuation plan associated with an emergency response to a fire in this very high fire hazard severity zone or any other designated Federal, State, or local fire hazard severity zone in Orange County. Therefore, implementation of the proposed Project would have *no impact*.

The Project site is not located within a state or locally designated fire hazard severity zone. The surrounding topography is generally flat and would not expose people or structures to risk related to runoff, landslides, or slope instability.

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? **No Impact.** Refer to Section XX(a). The Project site and

surrounding vicinity are generally flat with no significant topographic relief. Santa Ana winds could expose the Project site to smoke and other pollutants associated with wildfires located east of the City. However, that exposure would not be specific to the Project site because much of the City would be exposed. Additionally, the proposed Project would be limited to the demolition of an existing pole sign structure and the construction of a proposed pole mounted digital sign. No habitable structures would be constructed under the proposed Project. Therefore, implementation of the proposed Project would not exacerbate potential pollutant concentrations from a wildfire due to slope, prevailing winds, or other factors. Implementation of the proposed Project would have *no impact*.

c) Require the installation or maintenance of associated infrastructure (e.g., 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? **No Impact.** Refer to Section XX(a). The proposed Project would not require the installation or maintenance of any roads, fuel breaks, emergency water sources, power lines, or other utilities to protect the Project site and the surrounding area from a wildfire. Therefore, implementation of the proposed Project would have *no impact*.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result or runoff, post-fire slope instability, or drainage changes? **No Impact.** As previously described in Section XX(a), the proposed Project is not located within a moderate, high, or very high fire hazard severity zone. Additionally, as described in Section XX(b), the Project site and surrounding properties are generally flat with no significant topographic relief that would expose structures or Project site to significant risks due to downslope or downstream flooding or landslides. Because the proposed Project is not located in a wildland fire hazard severity zone or downslope of any hillsides, the proposed Project would not expose people or structures to significant risks. Therefore, implementation the proposed Project would have *no impact*.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE:

Would the project:

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? **No Impact.** The Project site and the surrounding areas are urbanized with commercial retail development, paved surface parking lots, and heavily trafficked arterial roadways. There are no native plants or wildlife on the Project site that would be impacted by the proposed Project. Further, buried archaeological resources are highly unlikely due to previous disturbance associated with the existing static sign and none of the existing buildings or structures on the Project site are considered a historical resource as defined by CEQA Guidelines Section 15064.5. Therefore, the implementation proposed Project would result in *no impact*.

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 Impact. There are 25 planned, pending, or recently completed cumulative projects that, along with the proposed Project, could result in cumulative impacts within the Project vicinity (see Table 11). This list includes the Electronic Message Center (EMC) sign located at 10955 Ellis Avenue, which was recently approved on May 3, 2022 approximately 3 months following the publication of the Draft IS/MND that was prepared for the proposed Project.

Short-term construction emissions and the long-term operational emissions associated with the proposed Project would not exceed any adopted criteria pollutant emission thresholds. Further, the proposed Project would not result in substantial increase vehicle trips or VMT in the area and would not contribute to any cumulatively considerable transportation impacts. With the exception of the recently approved EMC sign at 10955 Ellis Avenue, the cumulative projects involve improvements to existing structures or new residential or commercial development that are located more than 1 mile away and are not visible from the Project site. Therefore, implementation of the proposed Project would not contribute to any cumulatively considerable impacts on aesthetics or noise.

The one cumulative project located within close proximity to the Project site is the EMC sign located at 10955 Ellis Avenue. The City of Fountain Valley prepared an EIR that evaluated a sign with two back-to-back displace panels with dimensions of 14 feet height and 48 feet wide for a total display area of 672 square feet per panel. The top of the sign evaluated in the EIR would reach a maximum height of 79 feet above ground surface. The EIR described that the proposed EMC sign would be located within a commercial-manufacturing area of the City surrounded by non-sensitive uses to the north, west, and south. The visual resources analysis considered six photosimulations. Impacts to five of these views – from southbound and northbound I-405, the Santa Ana River Trail, Orange County Flood Control District Maintenance Road, and Alabama Street – were determined to be less than significant. Impacts to the view from the end of California Street were determined to be significant due to the introduction of "a commercial presence in a designated open space area with no other development in the background." Additionally, the EIR found that "[a]t night this sign would also be prominent because the illuminated sign would stand out prominently against a dark sky in the background. No other potentially significant impacts were identified for air quality, geology and soils, greenhouse gas emissions, hydrology and water quality, noise, or utilities and services. On May 3, 2022 the City Council approved a proposal from Outfront Media, LLC to develop the EMC sign. It should be noted that the height of the sign was reduced from the 79 feet evaluated in the original EIR to a height of 65 feet.

The implementation of the proposed Project would not substantially contribute to cumulatively considerable impacts related to aesthetics. The Project site is located over 900 feet from Moon Park and the existing 59-foot-tall pole mounted sign is already visible (refer to Figure 5). The replacement of the existing sign with a new 73-foot-tall sign (even shorter than the 85-foot-tall sign shown in Figure 5) – would not introduce a new commercial presence. Additionally, as described in Section I(d), with the Louver Technology that would be incorporated into the design of the digital sign (see Appendix C), residential areas approximately 900 feet to the southeast within the City of Costa Mesa would experience less than 0.0152 foot-candles (i.e., similar to the light from a single 100-watt light bulb viewed from 100 feet away). Therefore, the area would experience a nearly undetectable difference in ambient light with the installation of the proposed pole-mounted digital sign (Watchfire Signs 2018).

Both the EMC sign located at 10955 Ellis Avenue and the proposed Project at 18375 Euclid Street would be consistent with the existing setting, would match the aesthetics of the

surrounding corridor, and would be consistent with the City's design guidelines, policies, and development standards. With the Louver Technology that would be incorporated into the proposed Project, there would be no substantial overlap of light from the two signs.

Therefore, when considered with the cumulative projects listed in Table 11, the contribution of the proposed Project to cumulative impacts would be *less than significant*.

Table 11
Cumulative Projects

Project Number	Project	Address	Project Type	Units/Area	Status
1	Welbrook Assisted Living Facility	11360 Warner Avenue	Senior Living	142 units/ 162 beds/ 110,00 sf	Complete
2	Fountain Valley Square Remodel	18880-18974 Brookhurst Street	Shopping Center	Demolition of 26,331 sf of existing development and construction of new 18,225 sf development of commercial use	Complete
3	10830 Warner	10830 Warner Avenue	Multiple Restaurants	9,998 sf	Complete
4	Villa Serena	10460 Slater Avenue	Residential Neighborhood	117,290 sf	Complete
5	FV Retail (Claim Jumper)	Brookhurst Street and Talbert Avenue	Shopping Center	15,850 sf	Complete
6	OCSD Headquarters Building	Euclid Street between Pacific Street and Bandilier Circle	Office	109,000 sf	Under Construction
7	Electronic Message Center (EMC) Sign	10955 Ellis Avenue	Digital Sign	N/A	Approved on May 3, 2022
8	Kennedy Games	10175 Slater	Escape Room	2,500 sf	Awaiting Resubmittal by Applicant
9	Bonani Development	8572 Talbert	15 Single Family Homes	1,850 – 2,240 sf	Awaiting Resubmittal by Applicant
10	NH Noodle	9934 Warner	Restaurant	-	Scheduled for Planning Commission

Project Number	Project	Address	Project Type	Units/Area	Status
11	Fam Vans	10870 Kalama River	3-Story Building	-	Awaiting Resubmittal by Applicant
12	Istanbul Grill	18010 Newhope Street	Hookah Bar	-	Scheduled for Planning Commission
13	Hot Sea Pot	16121 Brookhurst	Restaurant	9,400 sf	Scheduled for Planning Commission
14	Extra Mile Gas Station	17980 Magnolia	License for Existing Gas Station	-	Scheduled for City Council
15	Vox Kitchen	16161-16163 Brookhurt	License for Existing Restaurant	-	Scheduled for Planning Commission
16	Dutch Bros	NEC Magnolia & Talbert	Drive-thru Coffee Shop	-	Awaiting Resubmittal by Applicant
17	Guthrie Newhope LLC	17330 Newhope	Condos	-	Awaiting Resubmittal by Applicant
18	Veterinary Specialty Group of Fountain Valley	9475 Warner	Emergency Pet Hospital	-	Scheduled for Planning Commission
19	Our Lady of Guadalupe	17103 Magnolia	Residential Development	13,498 sf	Awaiting Resubmittal by Applicant
20	Sports Basement	10800 Kalama River	Building Remodel	-	Awaiting Resubmittal by Applicant
21	Smartlink Group	17950 Magnolia	Antennae	415 sf	Under Review by Planning Department
22	General Plan Update	City wide	General Plan Update	-	Under Review by Planning Department
23	Breweries	City wide	Code Amendment	-	Under Review by Planning Department
24	In-Fill Guidelines	City wide	Code Amendment	-	Under Review by Planning Department
25	2021-2029 Housing	City wide	General Plan Amendment	-	Scheduled for City Council

Project Number	Project	Address	Project Type	Units/Area	Status
	Element Update				

Source: City of Fountain Valley 2022.

***c) Does the project have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly*? Less Than Significant Impact With Mitigation Incorporated.** As described in Section VII, *Geology and Soils*, the Project site and surrounding areas are potentially at risk for liquefaction. Pursuant to MM GEO-1, a geotechnical investigation shall be conducted. The Applicant shall submit, to the satisfaction of the Director of Planning and Building, a Geotechnical Report that describes issues related to instability, ground-failure, and liquefaction. Where geotechnical hazards are found to exist, appropriate engineering design and construction measures shall be incorporated into the final design of the proposed Project. Further, as described in Section XVII, *Transportation* during construction activities – particularly during the use of a hydraulic truck crane to demolish the existing static sign and to construct the proposed digital sign – the proposed Project could result in temporary safety hazards for vehicles and pedestrians. However, compliance with MM T-1 would require the preparation of a Construction Traffic Management Plan, to the satisfaction of the Director of Planning and Building, that addresses and manages vehicle, bicycle, and pedestrian traffic during the 2- to 4-week construction period. Therefore, with the implementation of MM GEO-1 and MM T-1, the proposed Project would not have any environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. Impacts would be *less than significant with mitigation incorporated*.

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APPENDIX A

SIGN LIGHTING STUDY (WATCHFIRE SIGNS 2018)

November 8, 2018

Background on Optical Measurements and Calculations

Watchfire Signs has manufactured outdoor electric signs since 1932 and led signs since 1996. We have more than 60,000 led signs in operation worldwide.

Incandescent signs were commonly measured using illuminance measurements, partly because the light bulb is ideally a point source of light, illuminating equally in all directions, and illuminance meters are commonly available and inexpensive. Foot-candle measurements are made at a defined distance from the sign and the magnitude depends on the physical size of the sign.

LED signs are highly directional however, which is an advantage in an urban setting since the light can be directed more precisely to the intended audience. Luminance measurements have been used to specify LED signs by the industry. The candela per square meter (NITs) unit allows a specification that does not depend on size or viewing distance.

The study done on the sign adjacent to a residential area used actual lab measurements made on modules using an illuminance meter. These measurements and extrapolations are then scaled up to the size of the sign and the distance corrections are made using the inverse square law.

Watchfire adopted brightness standards set forth by both the ISA (International sign Association) and OAAA (Outdoor Advertising Association of America). The standards used are based on the studies of Dr. Lewin and the IESNA (Illuminating Engineering Society of North America).

Below is a list of some of the measurement equipment used by Watchfire engineers.

Equipment used by Watchfire engineers to make lighting measurements:
Foot-candles/Lux - Minolta Illuminance Meter T-10
NITs/candela/sq. m – Minolta Luminance Meter LS-100
Sign Calibration – Minolta CS-1000 Spectra radiometer

SIGN LIGHTING STUDY

Sign Details

Size: 14x48 Digital Billboards

Location: *18375 Euclid Street*

Light measurements are completed in foot-candles. A foot-candle is the amount of light produced by a single candle when measured from 1 foot away. For reference, a 100-watt light bulb produces 137 foot-candles at 1 foot away, .0548 foot-candles at 50 feet and .0137 foot-candles at 100 feet.

The table represents the total increase in ambient light produced by the sign under normal or typical operation at night. The ambient light increases will be less than shown in the chart since they fail to consider any objects blocking the line of site to the sign. Obstructions such as trees would further reduce real world overall ambient light increases. In addition to obstructions any existing light within the viewing cone will further diminish any light increase.

	0 degrees	*20 degrees*	*40 degrees*	*60 degrees*	*90 degrees*
100'	0.6814	*0.5621*	*0.3795*	*0.1717*	0.0341
200'	*0.1703*	*0.1405*	*0.0949*	*0.0429*	*0.0085*
300'	*0.0757*	*0.0625*	*0.0422*	*0.0191*	*0.0038*
400'	*0.0426*	*0.0351*	*0.0237*	*0.0107*	*0.0021*
500'	0.0273	0.0225	0.0152	0.0069	0.0014

Light values in foot-candles at night under typical operation


75°
60°
40°
20°
0°
500'
400'
300'
200'
100'
18375 Euclid Street
© 2018 Google

Conclusion

Given the above comparisons and measurements, the area will see an almost undetectable difference in ambient light after installation of the digital led displays. Ambient light levels are more heavily impacted by street, building, and landscape lights than the increases produced by a led display.

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APPENDIX B

CALEEMOD EMISSIONS SUMMARY

18375 Euclid Street Digital Billboard Project

Orange County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Commercial	0.37	User Defined Unit	0.37	1,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	30
Climate Zone	8			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

18375 Euclid Street Digital Billboard Project - Orange County, Annual

Project Characteristics -

Land Use - Based on Google Earth Pro, the area around the existing billboard is approximately 1,600 sf or 0.37 acres.

Construction Phase - The analysis conservatively assumes the existing support structure would be demolished and a new pole would be constructed in its place. However, the existing pole strucutre is proposed to remain in place. Due to the limited construction activities, the construction period is conservatively estimated to last a total of 15 days.

Off-road Equipment - Based on CalEEMod examples from similar billboard projects.

Off-road Equipment - Based on CalEEMod examples from similar billboard projects.

Off-road Equipment - Based on CalEEMod examples from similar billboard projects.

Off-road Equipment - Based on CalEEMod examples from similar billboard projects.

Grading - The area that may require grading would be limited to the immediate vicinity of the pole structure and would be a fraction of an acre.

Demolition -

Trips and VMT - Conservatively assuming 10 construction workers would be onsite at all times. Vender trips are included for materials delivery and hauling trips are included for disposal of demolition and excavation debris.

Vehicle Trips - 3 visits or 6 total trips per year for maintenance of the billboard

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	2.00
tblConstructionPhase	NumDays	2.00	5.00
tblConstructionPhase	NumDays	100.00	5.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	PhaseEndDate	10/6/2020	5/12/2020
tblConstructionPhase	PhaseEndDate	5/14/2020	5/2/2020
tblConstructionPhase	PhaseEndDate	5/19/2020	5/8/2020
tblConstructionPhase	PhaseEndDate	10/13/2020	5/18/2020
tblConstructionPhase	PhaseStartDate	5/20/2020	5/9/2020
tblConstructionPhase	PhaseStartDate	5/16/2020	5/3/2020

18375 Euclid Street Digital Billboard Project - Orange County, Annual

tblConstructionPhase	PhaseStartDate	10/7/2020	5/13/2020
tblGrading	AcresOfGrading	2.50	0.00
tblGrading	MaterialExported	0.00	1,700.00
tblLandUse	LandUseSquareFeet	0.00	1,000.00
tblLandUse	LotAcreage	0.00	0.37
tblOffRoadEquipment	LoadFactor	0.41	0.41
tblOffRoadEquipment	LoadFactor	0.50	0.50
tblOffRoadEquipment	LoadFactor	0.29	0.29
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.41	0.41
tblOffRoadEquipment	LoadFactor	0.31	0.31
tblOffRoadEquipment	LoadFactor	0.50	0.50
tblOffRoadEquipment	OffRoadEquipmentType		Graders
tblOffRoadEquipment	OffRoadEquipmentType		Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentType		Welders
tblOffRoadEquipment	OffRoadEquipmentType		Trenchers
tblOffRoadEquipment	OffRoadEquipmentType		Cranes
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Graders
tblOffRoadEquipment	OffRoadEquipmentType		Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType		Cement and Mortar Mixers
tblOffRoadEquipment	OffRoadEquipmentType		Concrete/Industrial Saws
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	PhaseName		Securing the Digital Display in Place
tblOffRoadEquipment	PhaseName		Securing the Digital Display in Place
tblOffRoadEquipment	UsageHours	1.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblTripsAndVMT	HaulingTripNumber	0.00	6.00
tblTripsAndVMT	HaulingTripNumber	0.00	6.00
tblTripsAndVMT	VendorTripNumber	0.00	1.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	WorkerTripNumber	10.00	20.00
tblTripsAndVMT	WorkerTripNumber	13.00	20.00
tblTripsAndVMT	WorkerTripNumber	10.00	20.00
tblTripsAndVMT	WorkerTripNumber	0.00	20.00
tblVehicleTrips	ST_TR	0.00	0.02

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0110	0.1107	0.0776	1.7000e-004	2.3900e-003	4.9800e-003	7.3700e-003	5.7000e-004	4.6400e-003	5.2100e-003	0.0000	15.1679	15.1679	3.8900e-003	0.0000	15.2650
Maximum	**0.0110**	**0.1107**	**0.0776**	**1.7000e-004**	**2.3900e-003**	**4.9800e-003**	**7.3700e-003**	**5.7000e-004**	**4.6400e-003**	**5.2100e-003**	**0.0000**	**15.1679**	**15.1679**	**3.8900e-003**	**0.0000**	**15.2650**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0110	0.1107	0.0776	1.7000e-004	2.3900e-003	4.9800e-003	7.3700e-003	5.7000e-004	4.6400e-003	5.2100e-003	0.0000	15.1679	15.1679	3.8900e-003	0.0000	15.2650
Maximum	**0.0110**	**0.1107**	**0.0776**	**1.7000e-004**	**2.3900e-003**	**4.9800e-003**	**7.3700e-003**	**5.7000e-004**	**4.6400e-003**	**5.2100e-003**	**0.0000**	**15.1679**	**15.1679**	**3.8900e-003**	**0.0000**	**15.2650**

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

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	5-1-2020	7-31-2020	0.1235	0.1235
		Highest	0.1235	0.1235

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	4.0800e-003	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**4.0800e-003**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**1.0000e-005**	**1.0000e-005**	**0.0000**	**0.0000**	**1.0000e-005**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.0800e-003	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**4.0800e-003**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**1.0000e-005**	**1.0000e-005**	**0.0000**	**0.0000**	**1.0000e-005**

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

3.0 Construction Detail

Construction Phase

18375 Euclid Street Digital Billboard Project - Orange County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Billboard and Support Structure Removal	Demolition	5/1/2020	5/2/2020	6	2	
2	Installation of New Pole Structure	Grading	5/3/2020	5/8/2020	6	5	
3	Trenching for Electricity Lines	Trenching	5/9/2020	5/12/2020	6	3	
4	Securing the Digital Display in Place	Building Construction	5/13/2020	5/18/2020	6	5	

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

18375 Euclid Street Digital Billboard Project - Orange County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Securing the Digital Display in Place	Cranes	1	8.00	231	0.29
Billboard and Support Structure Removal	Concrete/Industrial Saws	1	8.00	81	0.73
Trenching for Electricity Lines	Graders	1	8.00	187	0.41
Securing the Digital Display in Place	Aerial Lifts	1	8.00	63	0.31
Securing the Digital Display in Place	Welders	1	8.00	46	0.45
Securing the Digital Display in Place	Forklifts	1	8.00	89	0.20
Billboard and Support Structure Removal	Rubber Tired Dozers	1	8.00	247	0.40
Trenching for Electricity Lines	Trenchers	1	8.00	78	0.50
Billboard and Support Structure Removal	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Installation of New Pole Structure	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Securing the Digital Display in Place	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Billboard and Support Structure Removal	Cranes	1	8.00	231	0.29
Installation of New Pole Structure	Excavators	1	8.00	158	0.38
Installation of New Pole Structure	Graders	1	8.00	187	0.41
Installation of New Pole Structure	Aerial Lifts	1	8.00	63	0.31
Installation of New Pole Structure	Bore/Drill Rigs	1	8.00	221	0.50
Trenching for Electricity Lines	Cement and Mortar Mixers	1	8.00	9	0.56
Trenching for Electricity Lines	Concrete/Industrial Saws	1	8.00	81	0.73

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
Billboard and Support Structure Removal	4	20.00	0.00	6.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Installation of New Pole Structure	5	20.00	1.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Trenching for Electricity Lines	4	20.00	0.00	6.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Securing the Digital Display in Place	5	20.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Billboard and Support Structure Removal - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.9000e-004	0.0000	4.9000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1600e-003	0.0221	0.0122	2.0000e-005		1.1100e-003	1.1100e-003		1.0300e-003	1.0300e-003	0.0000	2.0647	2.0647	5.3000e-004	0.0000	2.0779
Total	**2.1600e-003**	**0.0221**	**0.0122**	**2.0000e-005**	**4.9000e-004**	**1.1100e-003**	**1.6000e-003**	**7.0000e-005**	**1.0300e-003**	**1.1000e-003**	**0.0000**	**2.0647**	**2.0647**	**5.3000e-004**	**0.0000**	**2.0779**

3.2 Billboard and Support Structure Removal - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-005	8.5000e-004	2.1000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.2307	0.2307	2.0000e-005	0.0000	0.2313
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	5.0000e-005	6.2000e-004	0.0000	2.2000e-004	0.0000	2.2000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1900	0.1900	0.0000	0.0000	0.1901
Total	**1.0000e-004**	**9.0000e-004**	**8.3000e-004**	**0.0000**	**2.7000e-004**	**0.0000**	**2.7000e-004**	**7.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.4207**	**0.4207**	**2.0000e-005**	**0.0000**	**0.4214**

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					4.9000e-004	0.0000	4.9000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1600e-003	0.0221	0.0122	2.0000e-005		1.1100e-003	1.1100e-003		1.0300e-003	1.0300e-003	0.0000	2.0647	2.0647	5.3000e-004	0.0000	2.0779
Total	**2.1600e-003**	**0.0221**	**0.0122**	**2.0000e-005**	**4.9000e-004**	**1.1100e-003**	**1.6000e-003**	**7.0000e-005**	**1.0300e-003**	**1.1000e-003**	**0.0000**	**2.0647**	**2.0647**	**5.3000e-004**	**0.0000**	**2.0779**

3.2 Billboard and Support Structure Removal - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-005	8.5000e-004	2.1000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.2307	0.2307	2.0000e-005	0.0000	0.2313
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	5.0000e-005	6.2000e-004	0.0000	2.2000e-004	0.0000	2.2000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1900	0.1900	0.0000	0.0000	0.1901
Total	**1.0000e-004**	**9.0000e-004**	**8.3000e-004**	**0.0000**	**2.7000e-004**	**0.0000**	**2.7000e-004**	**7.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.4207**	**0.4207**	**2.0000e-005**	**0.0000**	**0.4214**

3.3 Installation of New Pole Structure - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0000e-004	0.0000	1.0000e-004	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1200e-003	0.0375	0.0264	7.0000e-005		1.4200e-003	1.4200e-003		1.3100e-003	1.3100e-003	0.0000	5.7155	5.7155	1.8500e-003	0.0000	5.7617
Total	**3.1200e-003**	**0.0375**	**0.0264**	**7.0000e-005**	**1.0000e-004**	**1.4200e-003**	**1.5200e-003**	**1.0000e-005**	**1.3100e-003**	**1.3200e-003**	**0.0000**	**5.7155**	**5.7155**	**1.8500e-003**	**0.0000**	**5.7617**

3.3 Installation of New Pole Structure - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0000e-005	2.7000e-004	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0609	0.0609	1.0000e-005	0.0000	0.0610
Worker	1.9000e-004	1.4000e-004	1.5500e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4751	0.4751	1.0000e-005	0.0000	0.4754
Total	**2.0000e-004**	**4.1000e-004**	**1.6200e-003**	**1.0000e-005**	**5.7000e-004**	**0.0000**	**5.7000e-004**	**1.5000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.5359**	**0.5359**	**2.0000e-005**	**0.0000**	**0.5363**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0000e-004	0.0000	1.0000e-004	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.1200e-003	0.0375	0.0264	7.0000e-005		1.4200e-003	1.4200e-003		1.3100e-003	1.3100e-003	0.0000	5.7155	5.7155	1.8500e-003	0.0000	5.7617
Total	**3.1200e-003**	**0.0375**	**0.0264**	**7.0000e-005**	**1.0000e-004**	**1.4200e-003**	**1.5200e-003**	**1.0000e-005**	**1.3100e-003**	**1.3200e-003**	**0.0000**	**5.7155**	**5.7155**	**1.8500e-003**	**0.0000**	**5.7617**

3.3 Installation of New Pole Structure - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0000e-005	2.7000e-004	7.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	1.0000e-005	0.0000	0.0609	0.0609	1.0000e-005	0.0000	0.0610
Worker	1.9000e-004	1.4000e-004	1.5500e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4751	0.4751	1.0000e-005	0.0000	0.4754
Total	**2.0000e-004**	**4.1000e-004**	**1.6200e-003**	**1.0000e-005**	**5.7000e-004**	**0.0000**	**5.7000e-004**	**1.5000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.5359**	**0.5359**	**2.0000e-005**	**0.0000**	**0.5363**

3.4 Trenching for Electricity Lines - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.0600e-003	0.0207	0.0127	3.0000e-005		1.0500e-003	1.0500e-003		9.9000e-004	9.9000e-004	0.0000	2.1940	2.1940	4.8000e-004	0.0000	2.2061
Total	**2.0600e-003**	**0.0207**	**0.0127**	**3.0000e-005**		**1.0500e-003**	**1.0500e-003**		**9.9000e-004**	**9.9000e-004**	**0.0000**	**2.1940**	**2.1940**	**4.8000e-004**	**0.0000**	**2.2061**

3.4 Trenching for Electricity Lines - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-005	8.5000e-004	2.1000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.2307	0.2307	2.0000e-005	0.0000	0.2313
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	8.0000e-005	9.3000e-004	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.2851	0.2851	1.0000e-005	0.0000	0.2852
Total	**1.4000e-004**	**9.3000e-004**	**1.1400e-003**	**0.0000**	**3.8000e-004**	**0.0000**	**3.8000e-004**	**1.0000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.5157**	**0.5157**	**3.0000e-005**	**0.0000**	**0.5165**

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	2.0600e-003	0.0207	0.0127	3.0000e-005		1.0500e-003	1.0500e-003		9.9000e-004	9.9000e-004	0.0000	2.1940	2.1940	4.8000e-004	0.0000	2.2061
Total	**2.0600e-003**	**0.0207**	**0.0127**	**3.0000e-005**		**1.0500e-003**	**1.0500e-003**		**9.9000e-004**	**9.9000e-004**	**0.0000**	**2.1940**	**2.1940**	**4.8000e-004**	**0.0000**	**2.2061**

3.4 Trenching for Electricity Lines - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.0000e-005	8.5000e-004	2.1000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.2307	0.2307	2.0000e-005	0.0000	0.2313
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	8.0000e-005	9.3000e-004	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.2851	0.2851	1.0000e-005	0.0000	0.2852
Total	**1.4000e-004**	**9.3000e-004**	**1.1400e-003**	**0.0000**	**3.8000e-004**	**0.0000**	**3.8000e-004**	**1.0000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.5157**	**0.5157**	**3.0000e-005**	**0.0000**	**0.5165**

3.5 Securing the Digital Display in Place - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.9700e-003	0.0275	0.0211	4.0000e-005		1.3800e-003	1.3800e-003		1.2900e-003	1.2900e-003	0.0000	3.1245	3.1245	9.3000e-004	0.0000	3.1477
Total	**2.9700e-003**	**0.0275**	**0.0211**	**4.0000e-005**		**1.3800e-003**	**1.3800e-003**		**1.2900e-003**	**1.2900e-003**	**0.0000**	**3.1245**	**3.1245**	**9.3000e-004**	**0.0000**	**3.1477**

3.5 Securing the Digital Display in Place - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0000e-005	5.3000e-004	1.4000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1217	0.1217	1.0000e-005	0.0000	0.1220
Worker	1.9000e-004	1.4000e-004	1.5500e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4751	0.4751	1.0000e-005	0.0000	0.4754
Total	**2.1000e-004**	**6.7000e-004**	**1.6900e-003**	**1.0000e-005**	**5.8000e-004**	**0.0000**	**5.8000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.5968**	**0.5968**	**2.0000e-005**	**0.0000**	**0.5973**

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	2.9700e-003	0.0275	0.0211	4.0000e-005		1.3800e-003	1.3800e-003		1.2900e-003	1.2900e-003	0.0000	3.1245	3.1245	9.3000e-004	0.0000	3.1477
Total	**2.9700e-003**	**0.0275**	**0.0211**	**4.0000e-005**		**1.3800e-003**	**1.3800e-003**		**1.2900e-003**	**1.2900e-003**	**0.0000**	**3.1245**	**3.1245**	**9.3000e-004**	**0.0000**	**3.1477**

3.5 Securing the Digital Display in Place - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.0000e-005	5.3000e-004	1.4000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1217	0.1217	1.0000e-005	0.0000	0.1220
Worker	1.9000e-004	1.4000e-004	1.5500e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4751	0.4751	1.0000e-005	0.0000	0.4754
Total	**2.1000e-004**	**6.7000e-004**	**1.6900e-003**	**1.0000e-005**	**5.8000e-004**	**0.0000**	**5.8000e-004**	**1.6000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**0.5968**	**0.5968**	**2.0000e-005**	**0.0000**	**0.5973**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

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

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Commercial	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Commercial	0.555968	0.043848	0.210359	0.116378	0.016765	0.005795	0.025008	0.016160	0.001677	0.001586	0.004867	0.000586	0.001002

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

5.2 Energy by Land Use - NaturalGas

Mitigated

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

5.3 Energy by Land Use - Electricity

Unmitigated

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

5.3 Energy by Land Use - Electricity

Mitigated

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

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	4.0800e-003	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Unmitigated	4.0800e-003	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-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	4.6000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.6100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Total	**4.0700e-003**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.0000e-005**	**1.0000e-005**	**0.0000**	**0.0000**	**1.0000e-005**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	4.6000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.6100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.0000e-005	1.0000e-005	0.0000	0.0000	1.0000e-005
Total	**4.0700e-003**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**1.0000e-005**	**1.0000e-005**	**0.0000**	**0.0000**	**1.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

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

7.2 Water by Land Use

Unmitigated

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

7.2 Water by Land Use

Mitigated

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

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

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

8.2 Waste by Land Use

Unmitigated

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

Mitigated

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

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

18375 Euclid Street Digital Billboard Project

Orange County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Commercial	0.37	User Defined Unit	0.37	1,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	30
Climate Zone	8			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

18375 Euclid Street Digital Billboard Project - Orange County, Summer

Project Characteristics -

Land Use - Based on Google Earth Pro, the area around the existing billboard is approximately 1,600 sf or 0.37 acres.

Construction Phase - The analysis conservatively assumes the existing support structure would be demolished and a new pole would be constructed in its place. However, the existing pole strucutre is proposed to remain in place. Due to the limited construction activities, the construction period is conservatively estimated to last a total of 15 days.

Off-road Equipment - Based on CalEEMod examples from similar billboard projects.

Off-road Equipment - Based on CalEEMod examples from similar billboard projects.

Off-road Equipment - Based on CalEEMod examples from similar billboard projects.

Off-road Equipment - Based on CalEEMod examples from similar billboard projects.

Grading - The area that may require grading would be limited to the immediate vicinity of the pole structure and would be a fraction of an acre.

Demolition -

Trips and VMT - Conservatively assuming 10 construction workers would be onsite at all times. Vender trips are included for materials delivery and hauling trips are included for disposal of demolition and excavation debris.

Vehicle Trips - 3 visits or 6 total trips per year for maintenance of the billboard

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	2.00
tblConstructionPhase	NumDays	2.00	5.00
tblConstructionPhase	NumDays	100.00	5.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	PhaseEndDate	10/6/2020	5/12/2020
tblConstructionPhase	PhaseEndDate	5/14/2020	5/2/2020
tblConstructionPhase	PhaseEndDate	5/19/2020	5/8/2020
tblConstructionPhase	PhaseEndDate	10/13/2020	5/18/2020
tblConstructionPhase	PhaseStartDate	5/20/2020	5/9/2020
tblConstructionPhase	PhaseStartDate	5/16/2020	5/3/2020

tblConstructionPhase	PhaseStartDate	10/7/2020	5/13/2020
tblGrading	AcresOfGrading	2.50	0.00
tblGrading	MaterialExported	0.00	1,700.00
tblLandUse	LandUseSquareFeet	0.00	1,000.00
tblLandUse	LotAcreage	0.00	0.37
tblOffRoadEquipment	LoadFactor	0.41	0.41
tblOffRoadEquipment	LoadFactor	0.50	0.50
tblOffRoadEquipment	LoadFactor	0.29	0.29
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.41	0.41
tblOffRoadEquipment	LoadFactor	0.31	0.31
tblOffRoadEquipment	LoadFactor	0.50	0.50
tblOffRoadEquipment	OffRoadEquipmentType		Graders
tblOffRoadEquipment	OffRoadEquipmentType		Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentType		Welders
tblOffRoadEquipment	OffRoadEquipmentType		Trenchers
tblOffRoadEquipment	OffRoadEquipmentType		Cranes
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Graders
tblOffRoadEquipment	OffRoadEquipmentType		Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType		Cement and Mortar Mixers
tblOffRoadEquipment	OffRoadEquipmentType		Concrete/Industrial Saws
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	PhaseName		Securing the Digital Display in Place
tblOffRoadEquipment	PhaseName		Securing the Digital Display in Place
tblOffRoadEquipment	UsageHours	1.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblTripsAndVMT	HaulingTripNumber	0.00	6.00
tblTripsAndVMT	HaulingTripNumber	0.00	6.00
tblTripsAndVMT	VendorTripNumber	0.00	1.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	WorkerTripNumber	10.00	20.00
tblTripsAndVMT	WorkerTripNumber	13.00	20.00
tblTripsAndVMT	WorkerTripNumber	10.00	20.00
tblTripsAndVMT	WorkerTripNumber	0.00	20.00
tblVehicleTrips	ST_TR	0.00	0.02

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	2.2571	22.9655	13.0625	0.0285	0.7680	1.1112	1.8792	0.1481	1.0383	1.1864	0.0000	2,765.2214	2,765.2214	0.8222	0.0000	2,785.7768
Maximum	**2.2571**	**22.9655**	**13.0625**	**0.0285**	**0.7680**	**1.1112**	**1.8792**	**0.1481**	**1.0383**	**1.1864**	**0.0000**	**2,765.2214**	**2,765.2214**	**0.8222**	**0.0000**	**2,785.7768**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	2.2571	22.9655	13.0625	0.0285	0.7680	1.1112	1.8792	0.1481	1.0383	1.1864	0.0000	2,765.2214	2,765.2214	0.8222	0.0000	2,785.7768
Maximum	**2.2571**	**22.9655**	**13.0625**	**0.0285**	**0.7680**	**1.1112**	**1.8792**	**0.1481**	**1.0383**	**1.1864**	**0.0000**	**2,765.2214**	**2,765.2214**	**0.8222**	**0.0000**	**2,785.7768**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0223	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		8.0000e-005	8.0000e-005	0.0000		9.0000e-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
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0223**	**0.0000**	**4.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**8.0000e-005**	**8.0000e-005**	**0.0000**	**0.0000**	**9.0000e-005**

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	0.0223	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		8.0000e-005	8.0000e-005	0.0000		9.0000e-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
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0223**	**0.0000**	**4.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**8.0000e-005**	**8.0000e-005**	**0.0000**	**0.0000**	**9.0000e-005**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Billboard and Support Structure Removal	Demolition	5/1/2020	5/2/2020	6	2	
2	Installation of New Pole Structure	Grading	5/3/2020	5/8/2020	6	5	
3	Trenching for Electricity Lines	Trenching	5/9/2020	5/12/2020	6	3	
4	Securing the Digital Display in Place	Building Construction	5/13/2020	5/18/2020	6	5	

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

18375 Euclid Street Digital Billboard Project - Orange County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Securing the Digital Display in Place	Cranes	1	8.00	231	0.29
Billboard and Support Structure Removal	Concrete/Industrial Saws	1	8.00	81	0.73
Trenching for Electricity Lines	Graders	1	8.00	187	0.41
Securing the Digital Display in Place	Aerial Lifts	1	8.00	63	0.31
Securing the Digital Display in Place	Welders	1	8.00	46	0.45
Securing the Digital Display in Place	Forklifts	1	8.00	89	0.20
Billboard and Support Structure Removal	Rubber Tired Dozers	1	8.00	247	0.40
Trenching for Electricity Lines	Trenchers	1	8.00	78	0.50
Billboard and Support Structure Removal	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Installation of New Pole Structure	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Securing the Digital Display in Place	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Billboard and Support Structure Removal	Cranes	1	8.00	231	0.29
Installation of New Pole Structure	Excavators	1	8.00	158	0.38
Installation of New Pole Structure	Graders	1	8.00	187	0.41
Installation of New Pole Structure	Aerial Lifts	1	8.00	63	0.31
Installation of New Pole Structure	Bore/Drill Rigs	1	8.00	221	0.50
Trenching for Electricity Lines	Cement and Mortar Mixers	1	8.00	9	0.56
Trenching for Electricity Lines	Concrete/Industrial Saws	1	8.00	81	0.73

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
Billboard and Support Structure Removal	4	20.00	0.00	6.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Installation of New Pole Structure	5	20.00	1.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Trenching for Electricity Lines	4	20.00	0.00	6.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Securing the Digital Display in Place	5	20.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Billboard and Support Structure Removal - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4922	0.0000	0.4922	0.0745	0.0000	0.0745			0.0000			0.0000
Off-Road	2.1576	22.0922	12.1994	0.0236		1.1071	1.1071		1.0343	1.0343		2,275.9043	2,275.9043	0.5819		2,290.4527
Total	**2.1576**	**22.0922**	**12.1994**	**0.0236**	**0.4922**	**1.1071**	**1.5992**	**0.0745**	**1.0343**	**1.1089**		**2,275.9043**	**2,275.9043**	**0.5819**		**2,290.4527**

3.2 Billboard and Support Structure Removal - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0227	0.8249	0.2084	2.3000e-003	0.0522	2.6700e-003	0.0549	0.0143	2.5600e-003	0.0169		255.9174	255.9174	0.0265		256.5806
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0769	0.0484	0.6547	2.1900e-003	0.2236	1.4800e-003	0.2250	0.0593	1.3600e-003	0.0607		218.0087	218.0087	4.9700e-003		218.1330
Total	**0.0995**	**0.8733**	**0.8631**	**4.4900e-003**	**0.2758**	**4.1500e-003**	**0.2799**	**0.0736**	**3.9200e-003**	**0.0775**		**473.9261**	**473.9261**	**0.0315**		**474.7135**

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					0.4922	0.0000	0.4922	0.0745	0.0000	0.0745			0.0000			0.0000
Off-Road	2.1576	22.0922	12.1994	0.0236		1.1071	1.1071		1.0343	1.0343	0.0000	2,275.9043	2,275.9043	0.5819		2,290.4527
Total	**2.1576**	**22.0922**	**12.1994**	**0.0236**	**0.4922**	**1.1071**	**1.5992**	**0.0745**	**1.0343**	**1.1089**	**0.0000**	**2,275.9043**	**2,275.9043**	**0.5819**		**2,290.4527**

3.2 Billboard and Support Structure Removal - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0227	0.8249	0.2084	2.3000e-003	0.0522	2.6700e-003	0.0549	0.0143	2.5600e-003	0.0169		255.9174	255.9174	0.0265		256.5806
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0769	0.0484	0.6547	2.1900e-003	0.2236	1.4800e-003	0.2250	0.0593	1.3600e-003	0.0607		218.0087	218.0087	4.9700e-003		218.1330
Total	**0.0995**	**0.8733**	**0.8631**	**4.4900e-003**	**0.2758**	**4.1500e-003**	**0.2799**	**0.0736**	**3.9200e-003**	**0.0775**		**473.9261**	**473.9261**	**0.0315**		**474.7135**

3.3 Installation of New Pole Structure - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0385	0.0000	0.0385	5.8200e-003	0.0000	5.8200e-003			0.0000			0.0000
Off-Road	1.2483	15.0151	10.5516	0.0260		0.5684	0.5684		0.5229	0.5229		2,520.0998	2,520.0998	0.8151		2,540.4761
Total	**1.2483**	**15.0151**	**10.5516**	**0.0260**	**0.0385**	**0.5684**	**0.6068**	**5.8200e-003**	**0.5229**	**0.5287**		**2,520.0998**	**2,520.0998**	**0.8151**		**2,540.4761**

3.3 Installation of New Pole Structure - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.1900e-003	0.1042	0.0275	2.5000e-004	6.3900e-003	5.4000e-004	6.9300e-003	1.8400e-003	5.2000e-004	2.3600e-003		27.1129	27.1129	2.1900e-003		27.1677
Worker	0.0769	0.0484	0.6547	2.1900e-003	0.2236	1.4800e-003	0.2250	0.0593	1.3600e-003	0.0607		218.0087	218.0087	4.9700e-003		218.1330
Total	**0.0801**	**0.1526**	**0.6822**	**2.4400e-003**	**0.2299**	**2.0200e-003**	**0.2320**	**0.0611**	**1.8800e-003**	**0.0630**		**245.1216**	**245.1216**	**7.1600e-003**		**245.3007**

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					0.0385	0.0000	0.0385	5.8200e-003	0.0000	5.8200e-003			0.0000			0.0000
Off-Road	1.2483	15.0151	10.5516	0.0260		0.5684	0.5684		0.5229	0.5229	0.0000	2,520.0998	2,520.0998	0.8151		2,540.4761
Total	**1.2483**	**15.0151**	**10.5516**	**0.0260**	**0.0385**	**0.5684**	**0.6068**	**5.8200e-003**	**0.5229**	**0.5287**	**0.0000**	**2,520.0998**	**2,520.0998**	**0.8151**		**2,540.4761**

3.3 Installation of New Pole Structure - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.1900e-003	0.1042	0.0275	2.5000e-004	6.3900e-003	5.4000e-004	6.9300e-003	1.8400e-003	5.2000e-004	2.3600e-003		27.1129	27.1129	2.1900e-003		27.1677
Worker	0.0769	0.0484	0.6547	2.1900e-003	0.2236	1.4800e-003	0.2250	0.0593	1.3600e-003	0.0607		218.0087	218.0087	4.9700e-003		218.1330
Total	**0.0801**	**0.1526**	**0.6822**	**2.4400e-003**	**0.2299**	**2.0200e-003**	**0.2320**	**0.0611**	**1.8800e-003**	**0.0630**		**245.1216**	**245.1216**	**7.1600e-003**		**245.3007**

3.4 Trenching for Electricity Lines - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3731	13.7878	8.4532	0.0170		0.6997	0.6997		0.6607	0.6607		1,612.3079	1,612.3079	0.3562		1,621.2135
Total	**1.3731**	**13.7878**	**8.4532**	**0.0170**		**0.6997**	**0.6997**		**0.6607**	**0.6607**		**1,612.3079**	**1,612.3079**	**0.3562**		**1,621.2135**

3.4 Trenching for Electricity Lines - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0151	0.5499	0.1390	1.5300e-003	0.0348	1.7800e-003	0.0366	9.5300e-003	1.7000e-003	0.0112		170.6116	170.6116	0.0177		171.0537
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0769	0.0484	0.6547	2.1900e-003	0.2236	1.4800e-003	0.2250	0.0593	1.3600e-003	0.0607		218.0087	218.0087	4.9700e-003		218.1330
Total	**0.0920**	**0.5984**	**0.7936**	**3.7200e-003**	**0.2584**	**3.2600e-003**	**0.2616**	**0.0688**	**3.0600e-003**	**0.0719**		**388.6203**	**388.6203**	**0.0227**		**389.1867**

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	1.3731	13.7878	8.4532	0.0170		0.6997	0.6997		0.6607	0.6607	0.0000	1,612.3079	1,612.3079	0.3562		1,621.2135
Total	**1.3731**	**13.7878**	**8.4532**	**0.0170**		**0.6997**	**0.6997**		**0.6607**	**0.6607**	**0.0000**	**1,612.3079**	**1,612.3079**	**0.3562**		**1,621.2135**

3.4 Trenching for Electricity Lines - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0151	0.5499	0.1390	1.5300e-003	0.0348	1.7800e-003	0.0366	9.5300e-003	1.7000e-003	0.0112		170.6116	170.6116	0.0177		171.0537
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0769	0.0484	0.6547	2.1900e-003	0.2236	1.4800e-003	0.2250	0.0593	1.3600e-003	0.0607		218.0087	218.0087	4.9700e-003		218.1330
Total	**0.0920**	**0.5984**	**0.7936**	**3.7200e-003**	**0.2584**	**3.2600e-003**	**0.2616**	**0.0688**	**3.0600e-003**	**0.0719**		**388.6203**	**388.6203**	**0.0227**		**389.1867**

3.5 Securing the Digital Display in Place - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1886	11.0091	8.4366	0.0146		0.5533	0.5533		0.5160	0.5160		1,377.6866	1,377.6866	0.4091		1,387.9150
Total	**1.1886**	**11.0091**	**8.4366**	**0.0146**		**0.5533**	**0.5533**		**0.5160**	**0.5160**		**1,377.6866**	**1,377.6866**	**0.4091**		**1,387.9150**

3.5 Securing the Digital Display in Place - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	6.3900e-003	0.2084	0.0550	5.0000e-004	0.0128	1.0900e-003	0.0139	3.6800e-003	1.0400e-003	4.7200e-003		54.2258	54.2258	4.3900e-003		54.3354
Worker	0.0769	0.0484	0.6547	2.1900e-003	0.2236	1.4800e-003	0.2250	0.0593	1.3600e-003	0.0607		218.0087	218.0087	4.9700e-003		218.1330
Total	**0.0833**	**0.2568**	**0.7096**	**2.6900e-003**	**0.2363**	**2.5700e-003**	**0.2389**	**0.0630**	**2.4000e-003**	**0.0654**		**272.2345**	**272.2345**	**9.3600e-003**		**272.4684**

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	1.1886	11.0091	8.4366	0.0146		0.5533	0.5533		0.5160	0.5160	0.0000	1,377.6865	1,377.6865	0.4091		1,387.9150
Total	**1.1886**	**11.0091**	**8.4366**	**0.0146**		**0.5533**	**0.5533**		**0.5160**	**0.5160**	**0.0000**	**1,377.6865**	**1,377.6865**	**0.4091**		**1,387.9150**

3.5 Securing the Digital Display in Place - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	6.3900e-003	0.2084	0.0550	5.0000e-004	0.0128	1.0900e-003	0.0139	3.6800e-003	1.0400e-003	4.7200e-003		54.2258	54.2258	4.3900e-003		54.3354
Worker	0.0769	0.0484	0.6547	2.1900e-003	0.2236	1.4800e-003	0.2250	0.0593	1.3600e-003	0.0607		218.0087	218.0087	4.9700e-003		218.1330
Total	**0.0833**	**0.2568**	**0.7096**	**2.6900e-003**	**0.2363**	**2.5700e-003**	**0.2389**	**0.0630**	**2.4000e-003**	**0.0654**		**272.2345**	**272.2345**	**9.3600e-003**		**272.4684**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

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

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Commercial	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Commercial	0.555968	0.043848	0.210359	0.116378	0.016765	0.005795	0.025008	0.016160	0.001677	0.001586	0.004867	0.000586	0.001002

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

5.2 Energy by Land Use - NaturalGas

Mitigated

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

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0223	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		8.0000e-005	8.0000e-005	0.0000		9.0000e-005
Unmitigated	0.0223	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		8.0000e-005	8.0000e-005	0.0000		9.0000e-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	lb/day										lb/day					
Architectural Coating	2.5400e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0198					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		8.0000e-005	8.0000e-005	0.0000		9.0000e-005
Total	**0.0223**	**0.0000**	**4.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**8.0000e-005**	**8.0000e-005**	**0.0000**		**9.0000e-005**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.5400e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0198					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		8.0000e-005	8.0000e-005	0.0000		9.0000e-005
Total	**0.0223**	**0.0000**	**4.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**8.0000e-005**	**8.0000e-005**	**0.0000**		**9.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

18375 Euclid Street Digital Billboard Project

Orange County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
User Defined Commercial	0.37	User Defined Unit	0.37	1,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	30
Climate Zone	8			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

18375 Euclid Street Digital Billboard Project - Orange County, Winter

Project Characteristics -

Land Use - Based on Google Earth Pro, the area around the existing billboard is approximately 1,600 sf or 0.37 acres.

Construction Phase - The analysis conservatively assumes the existing support structure would be demolished and a new pole would be constructed in its place. However, the existing pole strucutre is proposed to remain in place. Due to the limited construction activities, the construction period is conservatively estimated to last a total of 15 days.

Off-road Equipment - Based on CalEEMod examples from similar billboard projects.

Off-road Equipment - Based on CalEEMod examples from similar billboard projects.

Off-road Equipment - Based on CalEEMod examples from similar billboard projects.

Off-road Equipment - Based on CalEEMod examples from similar billboard projects.

Grading - The area that may require grading would be limited to the immediate vicinity of the pole structure and would be a fraction of an acre.

Demolition -

Trips and VMT - Conservatively assuming 10 construction workers would be onsite at all times. Vender trips are included for materials delivery and hauling trips are included for disposal of demolition and excavation debris.

Vehicle Trips - 3 visits or 6 total trips per year for maintenance of the billboard

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	2.00
tblConstructionPhase	NumDays	2.00	5.00
tblConstructionPhase	NumDays	100.00	5.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	NumDaysWeek	5.00	6.00
tblConstructionPhase	PhaseEndDate	10/6/2020	5/12/2020
tblConstructionPhase	PhaseEndDate	5/14/2020	5/2/2020
tblConstructionPhase	PhaseEndDate	5/19/2020	5/8/2020
tblConstructionPhase	PhaseEndDate	10/13/2020	5/18/2020
tblConstructionPhase	PhaseStartDate	5/20/2020	5/9/2020
tblConstructionPhase	PhaseStartDate	5/16/2020	5/3/2020

18375 Euclid Street Digital Billboard Project - Orange County, Winter

tblConstructionPhase	PhaseStartDate	10/7/2020	5/13/2020
tblGrading	AcresOfGrading	2.50	0.00
tblGrading	MaterialExported	0.00	1,700.00
tblLandUse	LandUseSquareFeet	0.00	1,000.00
tblLandUse	LotAcreage	0.00	0.37
tblOffRoadEquipment	LoadFactor	0.41	0.41
tblOffRoadEquipment	LoadFactor	0.50	0.50
tblOffRoadEquipment	LoadFactor	0.29	0.29
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	LoadFactor	0.41	0.41
tblOffRoadEquipment	LoadFactor	0.31	0.31
tblOffRoadEquipment	LoadFactor	0.50	0.50
tblOffRoadEquipment	OffRoadEquipmentType		Graders
tblOffRoadEquipment	OffRoadEquipmentType		Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentType		Welders
tblOffRoadEquipment	OffRoadEquipmentType		Trenchers
tblOffRoadEquipment	OffRoadEquipmentType		Cranes
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentType		Graders
tblOffRoadEquipment	OffRoadEquipmentType		Aerial Lifts
tblOffRoadEquipment	OffRoadEquipmentType		Bore/Drill Rigs
tblOffRoadEquipment	OffRoadEquipmentType		Cement and Mortar Mixers
tblOffRoadEquipment	OffRoadEquipmentType		Concrete/Industrial Saws
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	PhaseName		Securing the Digital Display in Place
tblOffRoadEquipment	PhaseName		Securing the Digital Display in Place
tblOffRoadEquipment	UsageHours	1.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	4.00	8.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblTripsAndVMT	HaulingTripNumber	0.00	6.00
tblTripsAndVMT	HaulingTripNumber	0.00	6.00
tblTripsAndVMT	VendorTripNumber	0.00	1.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	WorkerTripNumber	10.00	20.00
tblTripsAndVMT	WorkerTripNumber	13.00	20.00
tblTripsAndVMT	WorkerTripNumber	10.00	20.00
tblTripsAndVMT	WorkerTripNumber	0.00	20.00
tblVehicleTrips	ST_TR	0.00	0.02

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	2.2677	22.9807	13.0239	0.0283	0.7680	1.1113	1.8792	0.1481	1.0383	1.1864	0.0000	2,752.8707	2,752.8707	0.8221	0.0000	2,773.4222
Maximum	**2.2677**	**22.9807**	**13.0239**	**0.0283**	**0.7680**	**1.1113**	**1.8792**	**0.1481**	**1.0383**	**1.1864**	**0.0000**	**2,752.8707**	**2,752.8707**	**0.8221**	**0.0000**	**2,773.4222**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	2.2677	22.9807	13.0239	0.0283	0.7680	1.1113	1.8792	0.1481	1.0383	1.1864	0.0000	2,752.8707	2,752.8707	0.8221	0.0000	2,773.4222
Maximum	**2.2677**	**22.9807**	**13.0239**	**0.0283**	**0.7680**	**1.1113**	**1.8792**	**0.1481**	**1.0383**	**1.1864**	**0.0000**	**2,752.8707**	**2,752.8707**	**0.8221**	**0.0000**	**2,773.4222**

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

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0223	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		8.0000e-005	8.0000e-005	0.0000		9.0000e-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
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0223**	**0.0000**	**4.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**8.0000e-005**	**8.0000e-005**	**0.0000**	**0.0000**	**9.0000e-005**

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	0.0223	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		8.0000e-005	8.0000e-005	0.0000		9.0000e-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
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0223**	**0.0000**	**4.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**8.0000e-005**	**8.0000e-005**	**0.0000**	**0.0000**	**9.0000e-005**

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

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Billboard and Support Structure Removal	Demolition	5/1/2020	5/2/2020	6	2	
2	Installation of New Pole Structure	Grading	5/3/2020	5/8/2020	6	5	
3	Trenching for Electricity Lines	Trenching	5/9/2020	5/12/2020	6	3	
4	Securing the Digital Display in Place	Building Construction	5/13/2020	5/18/2020	6	5	

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

18375 Euclid Street Digital Billboard Project - Orange County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Securing the Digital Display in Place	Cranes	1	8.00	231	0.29
Billboard and Support Structure Removal	Concrete/Industrial Saws	1	8.00	81	0.73
Trenching for Electricity Lines	Graders	1	8.00	187	0.41
Securing the Digital Display in Place	Aerial Lifts	1	8.00	63	0.31
Securing the Digital Display in Place	Welders	1	8.00	46	0.45
Securing the Digital Display in Place	Forklifts	1	8.00	89	0.20
Billboard and Support Structure Removal	Rubber Tired Dozers	1	8.00	247	0.40
Trenching for Electricity Lines	Trenchers	1	8.00	78	0.50
Billboard and Support Structure Removal	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Installation of New Pole Structure	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Securing the Digital Display in Place	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Billboard and Support Structure Removal	Cranes	1	8.00	231	0.29
Installation of New Pole Structure	Excavators	1	8.00	158	0.38
Installation of New Pole Structure	Graders	1	8.00	187	0.41
Installation of New Pole Structure	Aerial Lifts	1	8.00	63	0.31
Installation of New Pole Structure	Bore/Drill Rigs	1	8.00	221	0.50
Trenching for Electricity Lines	Cement and Mortar Mixers	1	8.00	9	0.56
Trenching for Electricity Lines	Concrete/Industrial Saws	1	8.00	81	0.73

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
Billboard and Support Structure Removal	4	20.00	0.00	6.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Installation of New Pole Structure	5	20.00	1.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Trenching for Electricity Lines	4	20.00	0.00	6.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Securing the Digital Display in Place	5	20.00	2.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Billboard and Support Structure Removal - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.4922	0.0000	0.4922	0.0745	0.0000	0.0745			0.0000			0.0000
Off-Road	2.1576	22.0922	12.1994	0.0236		1.1071	1.1071		1.0343	1.0343		2,275.9043	2,275.9043	0.5819		2,290.4527
Total	**2.1576**	**22.0922**	**12.1994**	**0.0236**	**0.4922**	**1.1071**	**1.5992**	**0.0745**	**1.0343**	**1.1089**		**2,275.9043**	**2,275.9043**	**0.5819**		**2,290.4527**

3.2 Billboard and Support Structure Removal - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0232	0.8353	0.2195	2.2600e-003	0.0522	2.7200e-003	0.0550	0.0143	2.6000e-003	0.0169		252.0540	252.0540	0.0272		252.7329
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0869	0.0532	0.6051	2.0700e-003	0.2236	1.4800e-003	0.2250	0.0593	1.3600e-003	0.0607		206.3242	206.3242	4.7100e-003		206.4419
Total	**0.1101**	**0.8885**	**0.8245**	**4.3300e-003**	**0.2758**	**4.2000e-003**	**0.2800**	**0.0736**	**3.9600e-003**	**0.0776**		**458.3782**	**458.3782**	**0.0319**		**459.1749**

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					0.4922	0.0000	0.4922	0.0745	0.0000	0.0745			0.0000			0.0000
Off-Road	2.1576	22.0922	12.1994	0.0236		1.1071	1.1071		1.0343	1.0343	0.0000	2,275.9043	2,275.9043	0.5819		2,290.4527
Total	**2.1576**	**22.0922**	**12.1994**	**0.0236**	**0.4922**	**1.1071**	**1.5992**	**0.0745**	**1.0343**	**1.1089**	**0.0000**	**2,275.9043**	**2,275.9043**	**0.5819**		**2,290.4527**

3.2 Billboard and Support Structure Removal - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0232	0.8353	0.2195	2.2600e-003	0.0522	2.7200e-003	0.0550	0.0143	2.6000e-003	0.0169		252.0540	252.0540	0.0272		252.7329
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0869	0.0532	0.6051	2.0700e-003	0.2236	1.4800e-003	0.2250	0.0593	1.3600e-003	0.0607		206.3242	206.3242	4.7100e-003		206.4419
Total	**0.1101**	**0.8885**	**0.8245**	**4.3300e-003**	**0.2758**	**4.2000e-003**	**0.2800**	**0.0736**	**3.9600e-003**	**0.0776**		**458.3782**	**458.3782**	**0.0319**		**459.1749**

3.3 Installation of New Pole Structure - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0385	0.0000	0.0385	5.8200e-003	0.0000	5.8200e-003			0.0000			0.0000
Off-Road	1.2483	15.0151	10.5516	0.0260		0.5684	0.5684		0.5229	0.5229		2,520.0998	2,520.0998	0.8151		2,540.4761
Total	**1.2483**	**15.0151**	**10.5516**	**0.0260**	**0.0385**	**0.5684**	**0.6068**	**5.8200e-003**	**0.5229**	**0.5287**		**2,520.0998**	**2,520.0998**	**0.8151**		**2,540.4761**

3.3 Installation of New Pole Structure - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.3400e-003	0.1041	0.0301	2.4000e-004	6.3900e-003	5.5000e-004	6.9400e-003	1.8400e-003	5.3000e-004	2.3700e-003		26.4466	26.4466	2.3000e-003		26.5042
Worker	0.0869	0.0532	0.6051	2.0700e-003	0.2236	1.4800e-003	0.2250	0.0593	1.3600e-003	0.0607		206.3242	206.3242	4.7100e-003		206.4419
Total	**0.0902**	**0.1574**	**0.6352**	**2.3100e-003**	**0.2299**	**2.0300e-003**	**0.2320**	**0.0611**	**1.8900e-003**	**0.0630**		**232.7708**	**232.7708**	**7.0100e-003**		**232.9461**

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					0.0385	0.0000	0.0385	5.8200e-003	0.0000	5.8200e-003			0.0000			0.0000
Off-Road	1.2483	15.0151	10.5516	0.0260		0.5684	0.5684		0.5229	0.5229	0.0000	2,520.0998	2,520.0998	0.8151		2,540.4761
Total	**1.2483**	**15.0151**	**10.5516**	**0.0260**	**0.0385**	**0.5684**	**0.6068**	**5.8200e-003**	**0.5229**	**0.5287**	**0.0000**	**2,520.0998**	**2,520.0998**	**0.8151**		**2,540.4761**

3.3 Installation of New Pole Structure - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	3.3400e-003	0.1041	0.0301	2.4000e-004	6.3900e-003	5.5000e-004	6.9400e-003	1.8400e-003	5.3000e-004	2.3700e-003		26.4466	26.4466	2.3000e-003		26.5042
Worker	0.0869	0.0532	0.6051	2.0700e-003	0.2236	1.4800e-003	0.2250	0.0593	1.3600e-003	0.0607		206.3242	206.3242	4.7100e-003		206.4419
Total	**0.0902**	**0.1574**	**0.6352**	**2.3100e-003**	**0.2299**	**2.0300e-003**	**0.2320**	**0.0611**	**1.8900e-003**	**0.0630**		**232.7708**	**232.7708**	**7.0100e-003**		**232.9461**

3.4 Trenching for Electricity Lines - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3731	13.7878	8.4532	0.0170		0.6997	0.6997		0.6607	0.6607		1,612.3079	1,612.3079	0.3562		1,621.2135
Total	**1.3731**	**13.7878**	**8.4532**	**0.0170**		**0.6997**	**0.6997**		**0.6607**	**0.6607**		**1,612.3079**	**1,612.3079**	**0.3562**		**1,621.2135**

3.4 Trenching for Electricity Lines - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0155	0.5569	0.1463	1.5100e-003	0.0348	1.8100e-003	0.0366	9.5300e-003	1.7300e-003	0.0113		168.0360	168.0360	0.0181		168.4886
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0869	0.0532	0.6051	2.0700e-003	0.2236	1.4800e-003	0.2250	0.0593	1.3600e-003	0.0607		206.3242	206.3242	4.7100e-003		206.4419
Total	**0.1023**	**0.6101**	**0.7514**	**3.5800e-003**	**0.2584**	**3.2900e-003**	**0.2617**	**0.0688**	**3.0900e-003**	**0.0719**		**374.3602**	**374.3602**	**0.0228**		**374.9305**

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	1.3731	13.7878	8.4532	0.0170		0.6997	0.6997		0.6607	0.6607	0.0000	1,612.3079	1,612.3079	0.3562		1,621.2135
Total	**1.3731**	**13.7878**	**8.4532**	**0.0170**		**0.6997**	**0.6997**		**0.6607**	**0.6607**	**0.0000**	**1,612.3079**	**1,612.3079**	**0.3562**		**1,621.2135**

3.4 Trenching for Electricity Lines - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0155	0.5569	0.1463	1.5100e-003	0.0348	1.8100e-003	0.0366	9.5300e-003	1.7300e-003	0.0113		168.0360	168.0360	0.0181		168.4886
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0869	0.0532	0.6051	2.0700e-003	0.2236	1.4800e-003	0.2250	0.0593	1.3600e-003	0.0607		206.3242	206.3242	4.7100e-003		206.4419
Total	**0.1023**	**0.6101**	**0.7514**	**3.5800e-003**	**0.2584**	**3.2900e-003**	**0.2617**	**0.0688**	**3.0900e-003**	**0.0719**		**374.3602**	**374.3602**	**0.0228**		**374.9305**

3.5 Securing the Digital Display in Place - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1886	11.0091	8.4366	0.0146		0.5533	0.5533		0.5160	0.5160		1,377.6866	1,377.6866	0.4091		1,387.9150
Total	**1.1886**	**11.0091**	**8.4366**	**0.0146**		**0.5533**	**0.5533**		**0.5160**	**0.5160**		**1,377.6866**	**1,377.6866**	**0.4091**		**1,387.9150**

3.5 Securing the Digital Display in Place - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	6.6700e-003	0.2083	0.0603	4.9000e-004	0.0128	1.1100e-003	0.0139	3.6800e-003	1.0600e-003	4.7400e-003		52.8932	52.8932	4.6100e-003		53.0084
Worker	0.0869	0.0532	0.6051	2.0700e-003	0.2236	1.4800e-003	0.2250	0.0593	1.3600e-003	0.0607		206.3242	206.3242	4.7100e-003		206.4419
Total	**0.0935**	**0.2615**	**0.6654**	**2.5600e-003**	**0.2363**	**2.5900e-003**	**0.2389**	**0.0630**	**2.4200e-003**	**0.0654**		**259.2174**	**259.2174**	**9.3200e-003**		**259.4503**

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	1.1886	11.0091	8.4366	0.0146		0.5533	0.5533		0.5160	0.5160	0.0000	1,377.6865	1,377.6865	0.4091		1,387.9150
Total	**1.1886**	**11.0091**	**8.4366**	**0.0146**		**0.5533**	**0.5533**		**0.5160**	**0.5160**	**0.0000**	**1,377.6865**	**1,377.6865**	**0.4091**		**1,387.9150**

3.5 Securing the Digital Display in Place - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	6.6700e-003	0.2083	0.0603	4.9000e-004	0.0128	1.1100e-003	0.0139	3.6800e-003	1.0600e-003	4.7400e-003		52.8932	52.8932	4.6100e-003		53.0084
Worker	0.0869	0.0532	0.6051	2.0700e-003	0.2236	1.4800e-003	0.2250	0.0593	1.3600e-003	0.0607		206.3242	206.3242	4.7100e-003		206.4419
Total	**0.0935**	**0.2615**	**0.6654**	**2.5600e-003**	**0.2363**	**2.5900e-003**	**0.2389**	**0.0630**	**2.4200e-003**	**0.0654**		**259.2174**	**259.2174**	**9.3200e-003**		**259.4503**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

4.2 Trip Summary Information

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

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
User Defined Commercial	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
User Defined Commercial	0.555968	0.043848	0.210359	0.116378	0.016765	0.005795	0.025008	0.016160	0.001677	0.001586	0.004867	0.000586	0.001002

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

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

5.2 Energy by Land Use - NaturalGas

Mitigated

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

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0223	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		8.0000e-005	8.0000e-005	0.0000		9.0000e-005
Unmitigated	0.0223	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		8.0000e-005	8.0000e-005	0.0000		9.0000e-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	lb/day										lb/day					
Architectural Coating	2.5400e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0198					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		8.0000e-005	8.0000e-005	0.0000		9.0000e-005
Total	**0.0223**	**0.0000**	**4.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**8.0000e-005**	**8.0000e-005**	**0.0000**		**9.0000e-005**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.5400e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0198					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		8.0000e-005	8.0000e-005	0.0000		9.0000e-005
Total	**0.0223**	**0.0000**	**4.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**8.0000e-005**	**8.0000e-005**	**0.0000**		**9.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX C

SITE LINE ANALYSIS

1-800-667-4554
1387 Cornwall Rd.
Oakville, ON L6J 7T5
mediaresources.com

Jan 21, 2022

Re: Use of SITELINE digital display at 18361 Euclid Street, Fountain Valley, CA

To whom it may concern,

Media Resources Inc. has been engaged by Becker Boards Small, LLC to review and assess the lighting impact of the proposed digital billboard installation at 18361 Euclid Street. This document will describe the brightness management features of our digital billboards as well as provide details on the VISIONiQ SITELINE principles of operation.

Background on Media Resources Digital Display Ambient-Aware Brightness Controls

During dusk, dawn, or cloudy days, the operation of the digital display according to ambient light readings is the ideal way to maintain a glare-free, light-trespass free image. Media Resources digital billboards are all equipped with factory-mounted dual photocell sensors that are redundant and capable of reading ambient brightness even if one unit suffers a hardware failure. The ambient brightness to output brightness response curves have been carefully developed into a standard to provide good readability on the display while keeping in line with the brightness of the overall visual context.

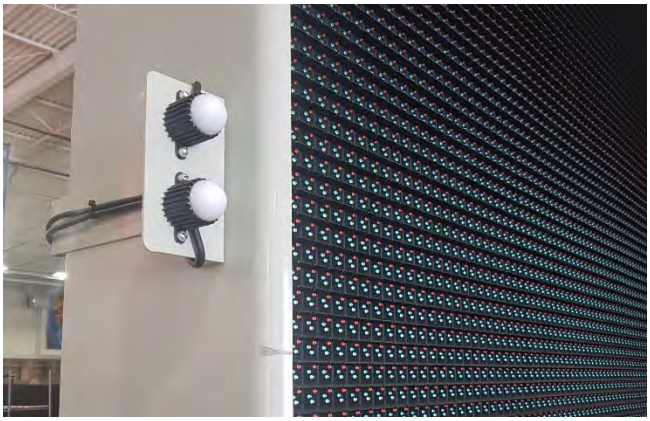

Figure 1. Media Resources standard - dual ambient brightness measuring photocells for hardware redundancy

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During night-time, brightness control becomes critical as the digital billboards must be operated at a small percentage of its maximum brightness in order to avoid glare or light trespass. Media Resources endeavors to have the most comprehensive system of safeties and traceability for night-time brightness management. The proposed digital billboards are well equipped with modern brightness controls. Besides the redundant photocells above, a number of secondary fail-safes are also implemented including a communications watchdog (automatic reduction to night-time brightness in the event of a communication loss), and failback to a location/season aware time-based schedule in the event of catastrophic photocell system failure. With these safety features in place, it becomes extremely unlikely for the digital billboard to operate at high brightness levels at night.

Additionally, the Media Resources Network Operations Centre can monitor brightness and recall brightness history for traceability. See Figure 2 and Figure 3 below on our internal control system for configuring brightness and recalling brightness history.

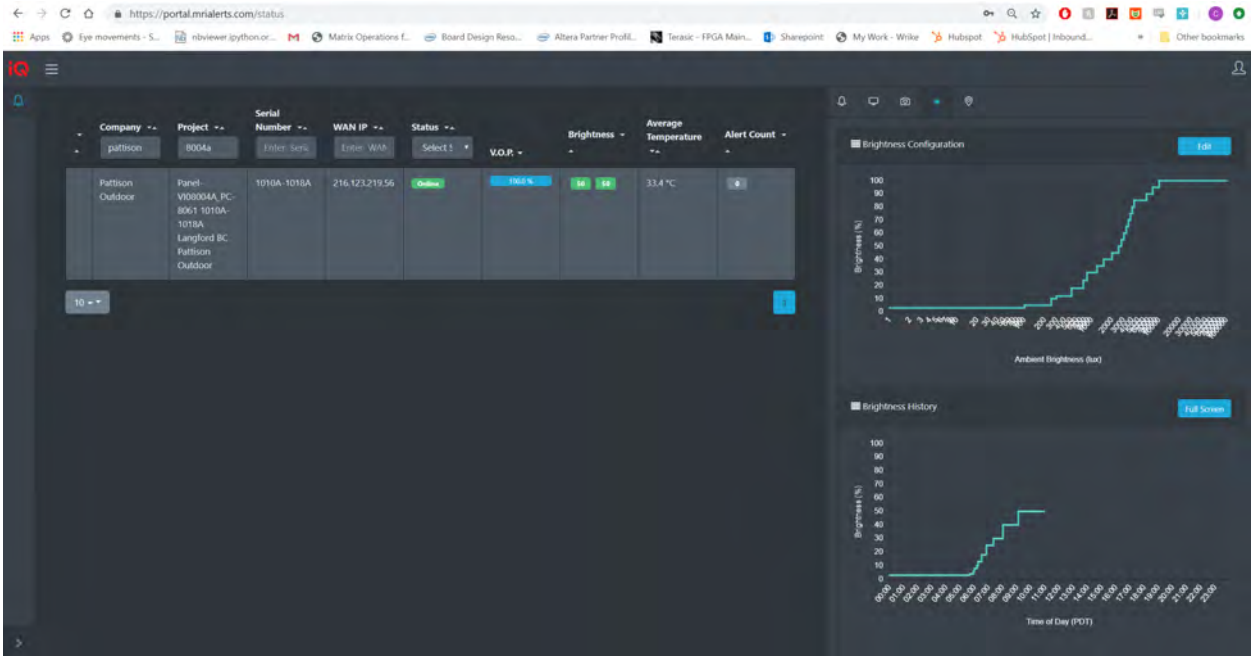

Figure 2. Media Resources web portal showing brightness configuration and history of the current day

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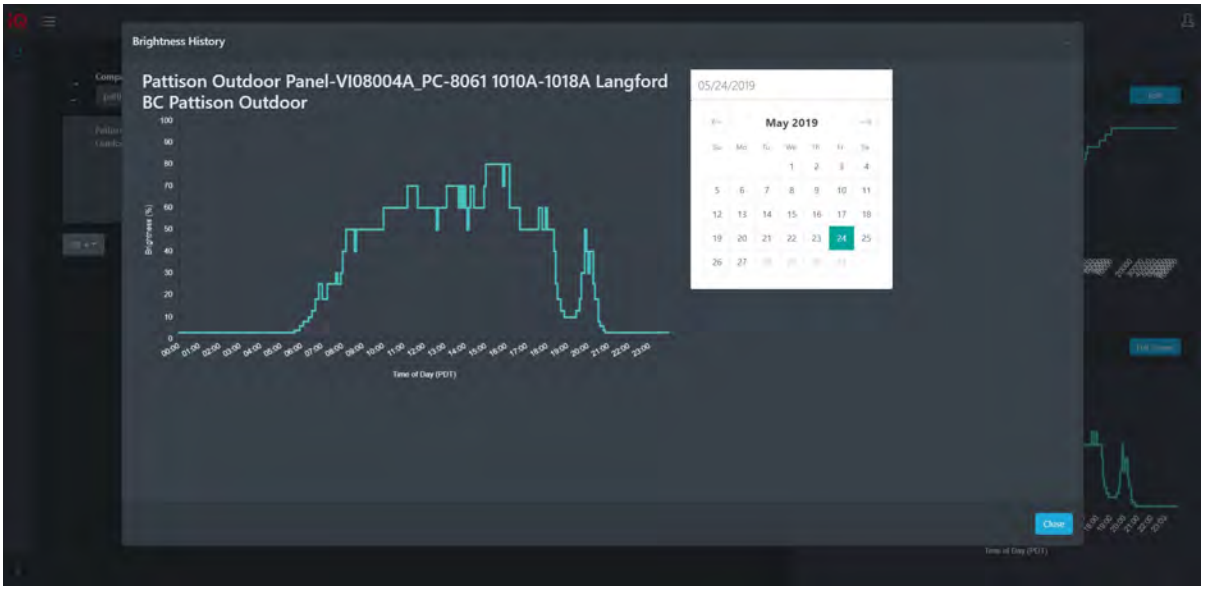

Figure 3. Media Resources web portal showing brightness history of any selected previous date. Brightness history data is logged indefinitely on Media Resources servers.

SITELINE and light trespass mitigation

Media Resources Inc. invented the SITELINE product specifically to address the issues surrounding individual areas where light emission into nearby areas is undesirable.

The SITELINE system employs a patent-pending mechanical baffle (or louver) system similar to luminaire baffles to eliminate all projection of light from the Light Emitting Diodes (LEDs) into a "protected region". As a result, the protection is physical (See Figure 4 and 5) – reliable, permanent, and not the outcome of any programming or settings.

As can easily be seen in the figures below, the mechanical baffles/louvers (made of matte-finished black polymer) do not have the effect of any optical focusing or re-direction of light, and thus do not increase the light emission from the LEDs in any direction. They serve strictly as carefully configured mechanical baffles which absorb the light from the LEDs and prevent its passage in the protected direction. A specified NITS value of the display is the maximum output in any direction and is therefore the upper bound on luminance. Any statement suggesting that the SITELINE system can increase brightness above the NITS value of the display is incorrect.

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Figures 4 and 5. Close up photographs of SITELINE module face viewed from front (left) and from side (right). Note the red, green and blue diode lenses are directly visible from front direction but are obscured behind baffles viewed from the side.

Media Resources commits to the effectiveness of this light restriction technology when deployed at 18361 Euclid Street. We have calculated the expected illuminance impact to surrounding areas of concern, shown in Figure 7, along with a table for each face showing fc values at various distances and angles from the face of the display. Media Resources guarantees that the display will operate within 20% of illuminance impact calculated below. If approved and constructed, we can provide on-site lighting measurements to confirm correct installation and light restriction performance.

Site Calculations - 14 x 48' 300 NITS									
Measurement Angle									
Distance (ft)	-80°	-60°	-40°	-20°	0°	20°	40°	60°	80°
200'	0.001fc	0.003fc	0.006fc	0.342fc	0.414	0.397fc	0.297fc	0.133fc	0.040fc
400'	0.000fc	0.001fc	0.001fc	0.092fc	0.107fc	0.102fc	0.075fc	0.033fc	0.010fc
600'	0.000fc	0.000fc	0.001fc	0.042fc	0.048fc	0.045fc	0.033fc	0.015fc	0.004fc
800'	0.000fc	0.000fc	0.000fc	0.024fc	0.027fc	0.026fc	0.019fc	0.008fc	0.002fc
1000'	0.000fc	0.000fc	0.000fc	0.015fc	0.017fc	0.016fc	0.012fc	0.005fc	0.002fc

Table 1. Site calculations based on MRI VIQ3 Siteline 16.67mm Left Blocking

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Figure 6. Site satellite photo overlay of distances and angles from proposed digital billboard site, corresponding to calculated illuminance figures in fc provided in Table 1.

It is worthwhile also to compare the lighting impact differences between a SITELINE digital and a static illuminated billboard via the luminance radiation pattern of each. A diagram showing this comparison is shown in Figure 6 below. The typical static illuminated billboard is a near perfect Lambertian surface with luminance proportional to the cosine of the angle (in red), while SITELINE is based on a controlled LED lens + a baffle system that cuts off the emission rapidly with angle. With SITELINE, to the left, the brightness drops sharply around 50 degrees, while on the right it drops around 20 degrees. Outside of these ranges, the static billboard emits substantially more light than the SITELINE digital.

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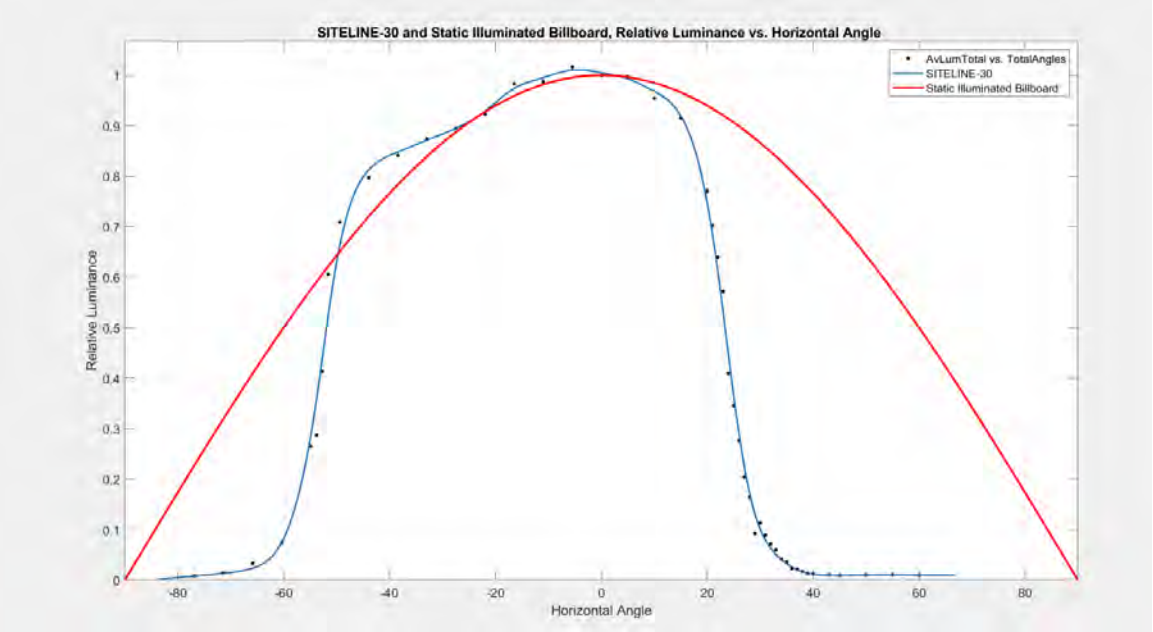


Figure 7. Comparison of the luminance vs. angle in the horizontal plane of the SITELINE digital billboard product (blue) and a typical static illuminated billboard (red).

For a video reference of the effectiveness of the Media Resources SITELINE product, please see https://vimeo.com/365082755. In the many applications of SITELINE deployed across North America, I can affirm that we have still never received a single brightness complaint after installation.

We are always committed to the responsible application of LED digital technology and are happy to engage with regulatory stakeholders at any time. Please feel free to contact us if you have any questions.

Sincerely,

Cheng Qian
Chief Product Architect
Media Resources Inc.
(905) 586-1064
cqian@mediaresources.com

Highway Series RGB SITELINE Modules

Parameter	16.67mm SITELINE
Module Size (W x H)	400mm x 400mm (15.75" x 15.75")
Pixel Pitch	16.67mm
Type of Pixel	RGB w/ blocking louvres
Pixel Matrix (W x H)	24x24
View Angle	+10/-40v blocking* 80%/10%/1% angles: 22/32/37 degrees
Brightness (NITs)	7,500
Drive Type	Static PWM
Refresh Rate	>3840Hz
Module Casing	Polycarbonate with glass fiber
Temperature Rating	-40°C to 70°C
Ingress Protection	Modules and cabling: IP67 front/IP66 back
Cabinet Material	6063-T6 tempered aluminum extrusion and 5052-H32 aluminum faces
Cabinet Thickness	10.5"

FEBRUARY 2020 - Subject to change without notice

* Since clients may have a different subjective aesthetic preference, no firm recommended radius is provided. Make sure you discuss how various radii will affect the "curvature" of your display with your digital experts.

** See Appendix for "Blocking" or SITELINE light trespass mitigation technology for discussion on viewing angles

Key Considerations for Light Trespass Mitigation.

Blocking and Non-blocking sides

In the majority of applications, MRI has found that light trespass mitigation is only needed in one direction, rather than to both directions of the digital billboard face. Therefore, SITELINE-30 is designed with an asymmetric design that has a blocking and non-blocking side. The blocking side is the direction where light trespass is to be controlled. Orientation-wise, we define the direction from the forward viewing position when looking at the face of the board, i.e. "right-blocking" means that the display will block light from emitting to your right side if you are viewing it from the front.

Optimal viewing region (>80%)

The optimal viewing region as the angular region in which the display visual quality is unaffected by blocking. It is important for advertising purposes that the intended viewer is kept mostly in the optimal viewing region. The period of time where the audience is not in the optimal viewing region should be considered and minimized (and quantified where possible). In the best applications, the viewer should make the entire approach in the optimal viewing region, and only move into the transition region as they pass by the display during the last few seconds where the digital billboard is already at an oblique angle to the car direction.

As a pleasant side-effect of the SITELINE light mitigation system, the visual contrast is actually typically greatly enhanced compared to standard models, therefore the optimal viewing region of a SITELINE display will frequently look better than a standard digital display configuration.

We define the optimal viewing region typically on the blocking side as where luminance remains above 80%.

In our third generation of SITELINE-30, we've increased the optimal viewing region slightly on the blocking side and greatly increased it on the non-blocking side, thereby making it more ideal for the majority of situations where readability on the non-blocking side should be maximized.

Protected region (<10%)

The protected region is the angular region in which the luminance of the digital billboard has dropped to less than 10% of the forward direction. Without light trespass mitigation technology, the luminance typically does not drop to less than 10% until over 75 degrees off center. At 10% of the forward luminance, most applications will typically see such a drop in light trespass in those directions that the corresponding foot candles or lux will satisfy requirements. It is important to point out that it is infeasible to achieve this level of protection using only head-rotation on traditional displays because copy cannot be reasonably read at 75 degrees off center.

Terminal Protected Region (<1%)

For SITELINE light blocking technology, we achieve a terminal performance figure less than 1% of the normal luminance at a given range This effective negates any light trespass concerns from the billboard, making the billboard look completely off during the day-time, and at night-time providing a very faint silhouette of the copy as a result of small reflections. In the terminal protected region, no LEDs can project light directly to the viewer thereby satisfying language where projection of light is prohibited. Be conscientious however with the language and avoid commitments that the display cannot be seen, rather focusing that there will no light trespass as measurable in foot candles or lux.

Version 3.0 of SITELINE-30 achieves a terminal protection region that is actually less than 0.5% of the forward view.

Transition Region (80% to 10%)

The transition region is the single most critical consideration when deciding whether a site is suitable for SITELINE light trespass mitigation. It is an unavoidable/inevitable angular region in which the viewers will have a degraded view of the digital billboard, and yet the light trespass mitigation is also incomplete, rendering it non-ideal for protection. We say it is inevitable because light trespass mitigation is physical, and LED diodes are not perfect point sources, therefore it is impossible to cover the entire light emitting area on the diode instantly with any transition region.

Important features to consider in the transition region are

a. uniformity of the image during transition. Since the physical blocking of LEDs is very sensitive to tiny mechanical variations, any deformation however slight in the louvers (due to heat, stresses or production imperfections) results in a blocky, quilted and uneven look on the display. Version 3.0 of SITELINE-30 has the most advanced handling of optical-mechanical tolerances to date and provides improved uniformity during transition.

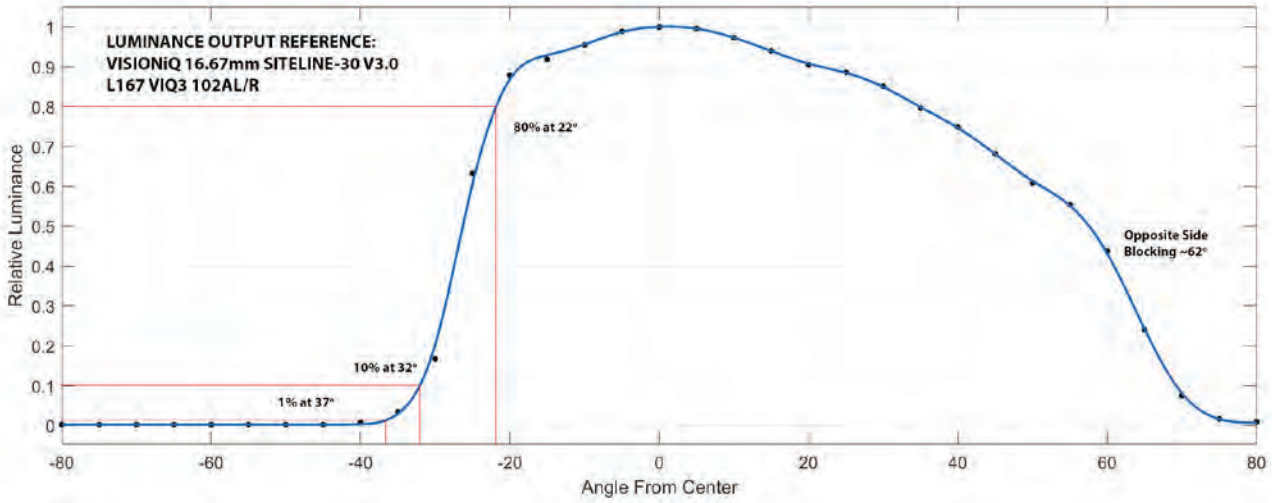
b. color accuracy during transition. LED digital displays are made with independent red, green and blue LEDs. If a blocking system does not properly handle each primary colors, the result is a change in displayed content color in the transition region, essentially ruining the advertising copy as soon as the transition begins. SITELINE maintains the same color throughout all angles of the transition, reducing only the total luminance.

c. width of the transition region. The transition region is an unwanted physical limitation to be managed. A well-designed light trespass mitigation system will address this by minimizing the angular width of the transition region, thereby increasing the number of applications where it is suitable, and maximizing both viewing time for the intended audience, and minimizing the light trespass outside of the intended audience. SITELINE has been tuned over several generations to continually reduce the transition region width as we recognize it to be a key metric of a successful light mitigation module design. We've improved from 16 to 11 to 10 degrees across three generations.

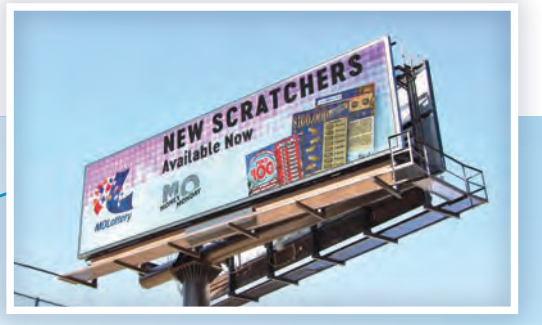
With the newest SITELINE product, it may be practical to deploy light trespass mitigation with only 10 degrees of angular separation between intended audience and areas requiring protection!

Performance of SITELINE-30 Version 3.0 (L167 VIQ3 102AL/R)

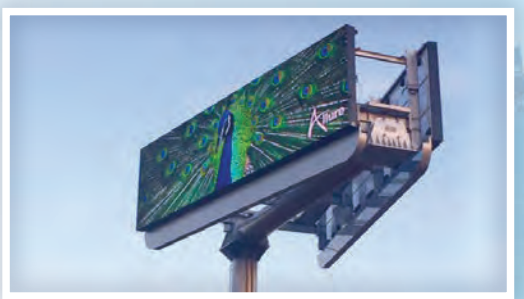
Optimal viewing region start (°)	Protected region start (°)	Terminal Protected region start (°)	Transition region width (°)
22	32	37	10



MEDIA RESOURCES – ODA LEDs



Traditional LEDs for DOOH
Note fade at top of board



DOOH – Media Resources VISIONiQ
with Optical Down-Angle LEDs for perfect image reproduction at much higher angles

Standard LEDs

Media Resources ODA LEDs

VISIONiQ

Optical Down Angle LEDs

- Increased visual uniformity & quality for viewers
- Decreased light pollution upwards
- Better light utilization & power efficiency

Associate memberships **OAAA, ISA, SAC, CWB**

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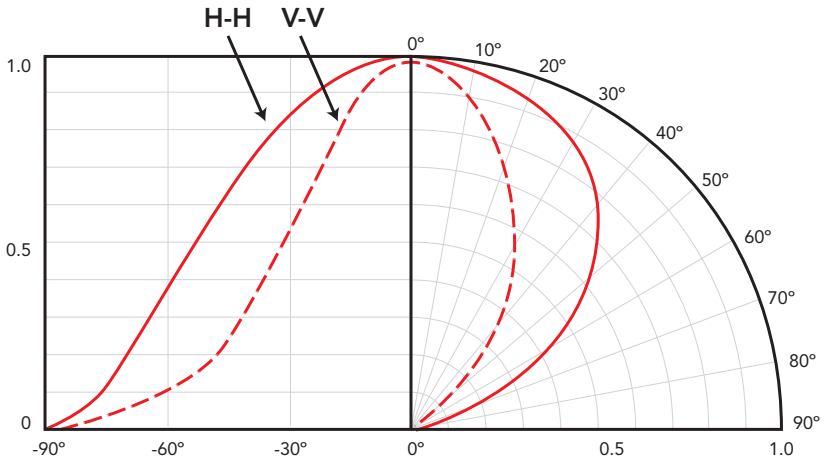
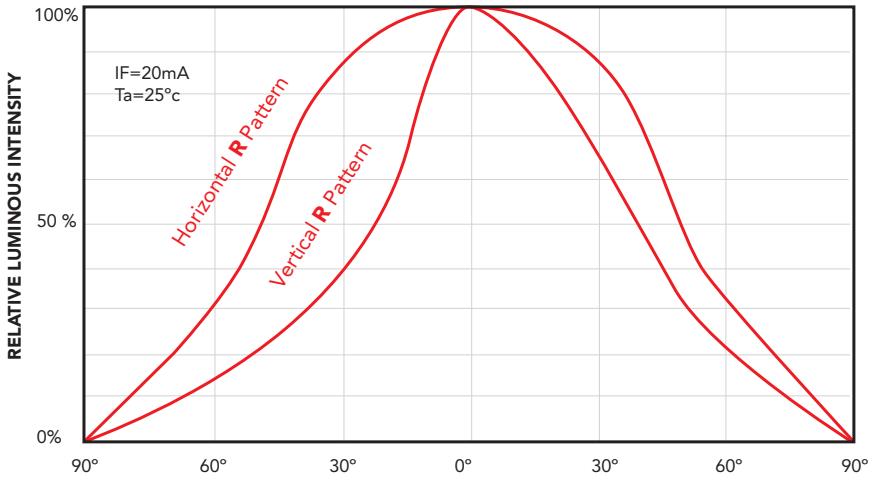
COMPARISON OF RADIATION PATTERN



Symmetric LED with equal light dispersion up and down



Asymmetric LED with light energy re-directed from up to downward direction

APPENDIX D

RESPONSE TO COMMENTS ON THE

DRAFT INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: Becker Billboard

Lead Agency: City of Fountain Valley | Contact Person: Matt Jenkins
Mailing Address: 10200 Slater Avenue | Phone: 714-593-4427
City: Fountain Valley | Zip: 92708 | County: Orange

Project Location: County: Orange | City/Nearest Community: Fountain Valley
Cross Streets: Euclid/Ellis & 405 Freeway overpass | Zip Code: 92708
Longitude/Latitude (degrees, minutes and seconds): ____° ____′ ____″ N / ____° ____′ ____″ W Total Acres: ____
Assessor's Parcel No.: 156-173-07 | Section: ____ Twp.: ____ Range: ____ Base: ____
Within 2 Miles: State Hwy #: 405 | Waterways: Santa Ana RIver
Airports: John Wayne | Railways: ____ | Schools: ____

Document Type:

CEQA: ☐ NOP ☐ Draft EIR ☐ Early Cons ☐ Supplement/Subsequent EIR ☐ Neg Dec (Prior SCH No.) ____ ☒ Mit Neg Dec Other: ____
NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI
Other: ☐ Joint Document ☐ Final Document ☐ Other: ____

Local Action Type:

☐ General Plan Update ☒ Specific Plan ☐ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☐ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, etc.) ☐ Other: ____

Development Type:

☐ Residential: Units ____ Acres ____
☐ Office: Sq.ft. ____ Acres ____ Employees ____
☐ Commercial: Sq.ft. ____ Acres ____ Employees ____
☐ Industrial: Sq.ft. ____ Acres ____ Employees ____
☐ Educational: ____
☐ Recreational: ____
☐ Water Facilities: Type ____ MGD ____
☐ Transportation: Type ____
☐ Mining: Mineral ____
☐ Power: Type ____ MW ____
☐ Waste Treatment: Type ____ MGD ____
☐ Hazardous Waste: Type ____
☒ Other: Accessory structure - freestanding pole digital sign

Project Issues Discussed in Document:

☒ Aesthetic/Visual ☐ Fiscal ☐ Recreation/Parks ☐ Vegetation
☐ Agricultural Land ☐ Flood Plain/Flooding ☐ Schools/Universities ☒ Water Quality
☒ Air Quality ☐ Forest Land/Fire Hazard ☐ Septic Systems ☒ Water Supply/Groundwater
☒ Archeological/Historical ☒ Geologic/Seismic ☐ Sewer Capacity ☒ Wetland/Riparian
☒ Biological Resources ☐ Minerals ☒ Soil Erosion/Compaction/Grading ☐ Growth Inducement
☐ Coastal Zone ☒ Noise ☒ Solid Waste ☒ Land Use
☒ Drainage/Absorption ☐ Population/Housing Balance ☒ Toxic/Hazardous ☒ Cumulative Effects
☒ Economic/Jobs ☐ Public Services/Facilities ☒ Traffic/Circulation ☐ Other: ____

Present Land Use/Zoning/General Plan Designation:

SP - Specific Plan - General Plan: Commercial / Manufacturing

Project Description: *(please use a separate page if necessary)*

Becker Boards Small, LLC (Applicant) is proposing to demolish the existing 70-foot-tall pole sign structure located at 18375 Euclid Street and construct a new pole-mounted digital sign in its place. The proposed Project would require an amendment to Section 2.9 of the Fountain Valley Crossings Specific Plan and issuance of an Outdoor Advertising Permit from the California Department of Transportation (Caltrans) along with a Development Agreement with the City and the applicant.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "**X**".
If you have already sent your document to the agency please denote that with an "**S**".

x	Air Resources Board		Office of Historic Preservation
	Boating & Waterways, Department of		Office of Public School Construction
x	California Emergency Management Agency		Parks & Recreation, Department of
x	California Highway Patrol		Pesticide Regulation, Department of
x	Caltrans District # 12		Public Utilities Commission
x	Caltrans Division of Aeronautics	x	Regional WQCB # 8
x	Caltrans Planning		Resources Agency
	Central Valley Flood Protection Board		Resources Recycling and Recovery, Department of
	Coachella Valley Mtns. Conservancy		S.F. Bay Conservation & Development Comm.
	Coastal Commission		San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
	Colorado River Board		San Joaquin River Conservancy
	Conservation, Department of		Santa Monica Mtns. Conservancy
	Corrections, Department of		State Lands Commission
	Delta Protection Commission		SWRCB: Clean Water Grants
	Education, Department of		SWRCB: Water Quality
	Energy Commission		SWRCB: Water Rights
	Fish & Game Region # 5		Tahoe Regional Planning Agency
	Food & Agriculture, Department of		Toxic Substances Control, Department of
	Forestry and Fire Protection, Department of		Water Resources, Department of
	General Services, Department of		
	Health Services, Department of		Other:
	Housing & Community Development		Other:
x	Native American Heritage Commission		

Local Public Review Period (to be filled in by lead agency)

Starting Date March 17, 2022 Ending Date April 16, 2022

Lead Agency (Complete if applicable):

Consulting Firm: Wood Environmental & Infrastructure, Inc.
Address: 9177 Sky Park Court
City/State/Zip: San Diego, CA 92123
Contact: Nick Meisinger
Phone: 858-278-3600

Applicant:
Address:
City/State/Zip:
Phone:

Signature of Lead Agency Representative: Matt Jenkins **Date:** 3/16/2022

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

CITY OF FOUNTAIN VALLEY

CIVIC CENTER
10200 SLATER AVENUE, FOUNTAIN VALLEY, CALIFORNIA 92708 • (714) 593-4400

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

TO: Agencies, Organizations, and Interested Parties

SUBJECT: Notice of Intent to Adopt a Mitigated Negative Declaration for the Becker Billboard project

NOTICE IS HEREBY GIVEN that the City of Fountain Valley, as lead agency under California Environmental Quality Act (CEQA), has prepared a Mitigated Negative Declaration (MND) for the Becker Billboard project, and is providing public notice in compliance with Title 14, Chapter 3, Sections 15072 and 15073 of the California Code of Regulations, as amended.

The City has prepared this Notice of Intent to Adopt an MND to provide an opportunity for input from public agencies, organizations, and interested parties on the environmental analysis addressing the potential effects of the proposed project.

PROJECT TITLE: Becker Boards

PROJECT LOCATION: The proposed Project is located on a 2.07-acre property at 18375 Euclid Street (Assessor's Parcel Number [APN] 156-173-07) in the City of Fountain Valley.

PROJECT DESCRIPTION: Becker Boards Small, LLC (Applicant) is proposing to demolish the existing 70-foot-tall pole sign structure located at 18375 Euclid Street and construct a new pole-mounted digital sign in its place. The proposed Project would require an amendment to Section 2.9 of the Fountain Valley Crossings Specific Plan and issuance of an Outdoor Advertising Permit from the California Department of Transportation (Caltrans).

PUBLIC REVIEW: The MND is available for a 30-day public review period beginning March 17, 2022, and ending April 16, 2022. Copies of the MND are available for review on the City's website at http://www.fountainvalley.org and at the following locations:

City of Fountain Valley
Planning and Building Department
10200 Slater Avenue
Fountain Valley

Fountain Valley Library
17635 Los Alamos Street
Fountain Valley
Hours: M-Th 10-7; F and Sat. 9-5

AGENCY/PUBLIC COMMENTS: Written comments on the MND for the proposed project must be received no later than April 16, 2022. Send comments by mail to:

City of Fountain Valley
Planning and Building Department
10200 Slater Avenue
Fountain Valley, CA 92708
Attention: Matt Jenkins

Or by email to matt.jenkins@fountainvalley.org

If you require additional information, please contact Matt Jenkins at (714) 593-4427

CITY OF COSTA MESA

P. O. BOX 1200 • 77 FAIR DRIVE • CALIFORNIA 92628-1200

DEVELOPMENT SERVICES DEPARTMENT

April 14, 2022

City of Fountain Valley
Planning and Building Department
Attn: Matt Jenkins
10200 Slater Avenue
Fountain Valley, CA 92708

Mr. Jenkins:

The City of Costa Mesa has received the Notice of Intent to Adopt a Mitigated Negative Declaration for an 85-foot digital sign proposal at 18375 Euclid Street. Pursuant to the CEQA guidelines, the City of Costa Mesa is responding during the environmental public review period. The City appreciates the City of Fountain Valley providing an opportunity to comment on this project as it located in close proximity to a Costa Mesa residential neighborhood, a Costa Mesa community park and a regional trail system that significant amount of Costa Mesa residents use for non-vehicular transportation and recreational purposes. Several environmental concerns related to the project are provided below: A-1

Cumulative Impacts

This project is proposed on the northbound side of the I-405 Freeway and directly opposite a recent similar (in both height, sign face and sign type) digital pole sign at 10955 Ellis Avenue (located adjacent to the southbound side of the I-405 Freeway and on/near a water tank site). A draft Environmental Impact Report (EIR) was prepared in (or around) 2014 for the 10955 Ellis Avenue sign proposal after an initial study was completed and concluded that there was potential for environmental impacts. The City of Costa Mesa has been informed that this sign would be a City of Fountain Valley facility and, although this environmental occurred several years ago, the project is still being considered for development. A-2

However, neither the 2014 EIR or the currently circulated Mitigated Negative Declaration (MND) consider the potential cumulative impacts of the two signs being located in close proximity to each other, and specifically the potential impacts of the two tall, large electronic signs environmentally impacting the adjacent Costa Mesa residential neighborhood. Both, the current MND and any future consideration of the previously circulated EIR requires amendment to consider cumulative impacts pursuant to the CEQA Guidelines, including further photometric studies that include all potentially impacted Costa Mesa residential neighborhoods (including Costa Mesa public and private properties located on Alabama Circle, Alaska Avenue, Florida Circle, Hawaii Circle, California Street and Nevada Avenue). A-3

Project Environmental Determination (MND vs. EIR)

The 2014 sign that was proposed at 10955 Ellis Avenue was determined by the City of Fountain Valley to have potential significant impacts and necessitated the preparation of an EIR pursuant to the CEQA Guidelines. The 2014 sign was smaller than the current sign. The City of Costa Mesa is concerned that a lesser environmental review is occurring for the current project, which includes a larger sign and potentially greater environmental impacts on the adjacent residential areas. A-4

Aesthetic Impacts (long-term effect on Costa Mesa residential neighborhood)

The City of Costa Mesa is concerned that neither the current MND for the proposed sign at 18375 Euclid Street or the previous sign proposed at 10955 Ellis Avenue adequately considers the aesthetic impacts of each of the signs, and especially the combined (cumulative) aesthetic impacts of the two signs located near each other and adjacent to a Costa Mesa residential neighborhood. Further, this environment, as viewed from the City of Costa Mesa, has significantly changed based construction activities that have occurred and are currently in development by Caltrans along the I-405 Freeway. The current photo-simulations that are used as the basis for environmental review for the subject MND are not accurate and the photo-simulations and analysis should be updated to consider the significant changed and potentially changed environment. In addition, the MND photo simulations do not consider the greatest view impacts to the adjacent residential neighborhood from Alabama Circle. Many properties along Alabama Circle will have both direct view impacts and light and glare impacts from the currently proposed sign, and also the potential sign at 10955 Ellis Avenue. A-5

Potential Alternative Sites

The Costa Mesa is requesting that the City of Fountain Valley consider relocating both of the aforementioned signs to locations that are more appropriate and would ultimately have less impact on Costa Mesa residents. For example, there is approximately a ½ mile stretch of I-405 freeway located northerly of the project(s) location that similar signs could be developed in either the improved/unimproved public right-of-way, on public property or on private property. Such alternative sign locations would avoid aesthetic environmental impacts on Costa Mesa residential properties and would be appropriately surrounded by commercial/industrial properties located in the City of Fountain Valley. If not relocated off-site (to the north) which would be the preferred project alternative, the City of Costa Mesa believes that the subject sign(s) on the subject property(s) [18375 Euclid Street or 10955 Ellis Avenue] should be relocated northerly to the furthest extent to minimize adjacent residential property environmental impacts, or lowered to a distance that could not be viewed from impacted Costa Mesa residential neighborhoods (including Costa Mesa public and private properties located on Alabama Circle, Alaska Avenue, Florida Circle, Hawaii Circle, California Street and Nevada Avenue). A-6

Again, Costa Mesa thanks the City of Fountain Valley for this opportunity to comment on the proposed project MND.

Sincerely,

Scott Drapkin
Assistant Director of Development Services
(714) 754-5278 or by email: scott.drapkin@costamesaca.gov

DEPARTMENT OF TRANSPORTATION
DISTRICT 12
1750 EAST 4TH STREET, SUITE 100
SANTA ANA, CA 92705
PHONE (657) 328-6000
FAX (657) 328-6522
TTY 711
www.dot.ca.gov/caltrans-near-me/district12

Making Conservation California Way of Life.

April 19, 2022

Mr. Matt Jenkins
City of Fountain Valley
10200 Slater Avenue
Fountain Valley, CA 92708

File: IGR/CEQA
SCH#: 2022030478
IGR LOG #2022-01920
I-405

Dear Mr. Jenkins,

Thank you for including the California Department of Transportation (Caltrans) in the review of Draft Initial Study and Mitigated Negative Declaration for the 18375 Euclid Street Digital Sign Project. Becker Boards Small, LLC is proposing to demolish the existing 70-foot-tall pole sign structure located at 18375 Euclid Street and construct a new pole-mounted digital sign in its place. The proposed Project would require an amendment to Section 2.9 of the Fountain Valley Crossings Specific Plan and issuance of an Outdoor Advertising Permit from Caltrans.

The mission of Caltrans is to provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. Caltrans is a responsible agency on this project and has the following comments: B-1

Encroachment Permit

1. The Office of Encroachment and Outdoor Advertising Permits requires an ODA Permit for displays advertising off-premise commercial copy that is visible from the State Highway System. The proposed display location is adjacent to a Classified Landscaped Freeway Segment and pursuant to Business and Professions Code Section 5440, new displays are prohibited. The proposed display configurations exceed the size standards set forth by the Business and Professions Code Section 5408(a).
   For questions related to the ODA permitting process, please contact ODA Permits Manager George Anzo at (916) 654-6473 or ODA@dot.ca.gov.

2. Any work performed within Caltrans right-of-way (R/W) will require discretionary review and approval by Caltrans and an encroachment

permit will be required for any work within the Caltrans R/W prior to construction. Early coordination with Caltrans is strongly advised for all encroachment permits. Applicant must submit the signed Standard Encroachment Permit application form TR-0100 along with a deposit payable to Caltrans. Deposit amount will be dependent on when the application is submitted. Public corporations are legally exempt from encroachment permit fees. However, contractors working for public corporations are not exempt from fees. Project plans and traffic control plans must be stamped and signed by a licensed engineer. For all plans, including traffic control plans, please show Caltrans R/W lines, the north arrow, the edge of pavement, and edge of the sidewalk, if applicable. When submitting the application, please incorporate Environmental Documentation as needed, relevant design details including design exception approvals, traffic control plans, and any letter of authorizations. Please submit all applications and associated documents/plans via email to D12.Permits@dot.ca.gov until further notice. Caltrans Encroachment Permits will be transitioning to an online web portal base for all applications in Summer 2022. Further details to be announced on the Caltrans Encroachment Permits homepage. Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (657) 328-6553. For specific details on Caltrans Encroachment Permits procedure and any future updates regarding the application process and permit rates, please visit the Caltrans Encroachment Permits homepage at https://dot.ca.gov/programs/traffic-operations/ep.

B-1 (Cont.)

Please continue to coordinate with Caltrans for any future developments that could potentially impact State transportation facilities. If you have any questions, please do not hesitate to contact Maryam Molavi, at (657) 328-6280 or Maryam.Molavi@dot.ca.gov.

Sincerely,

Scott Shelley
Branch Chief, Regional-IGR-Transit Planning
District 12

From:	Molavi, Maryam@DOT
To:	Matt Jenkins
Cc:	OPR State Clearinghouse; Meisinger, Nick
Subject:	18375 Euclid Street Digital Sign Project- Comment Letter
Date:	Thursday, April 21, 2022 1:29:52 PM
Attachments:	LD-IGR GTS#12-ORA-2022-01920.png Landscaped_ORA-405-12.5.png Postmile Services_ORA-405-12.488R.png

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CAUTION: External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Good afternoon Matt,

Thank you for your email. Please see the response below and attachments form Permits:

The Outdoor Advertising Program (ODA) based their response on the postmile listed on the IGR which was ORA-405-12.514, the adjacent Classified Landscaped Freeway segment runs from PM-24.178/12.5, which would place the subject project within a Classified Landscaped Freeway segment.

On October 26, 2018, ODA issued a preliminary determination for a proposed V-shaped static display at ORA-405-12.483R, preliminary determinations are non-binding and have no appeal rights.

Assuming the proposed project is placed at the same location as the imprint for preliminary applications P12-3501 and P12-3502, and assuming there has been no changes to the landscaping at this location since 2018, then the proposed project should be outside of a Classified Landscaped Freeway segment.

B-1
(Cont.)

However, ODA will make a final determination of conformity with the Outdoor Advertising Act based on a review of a completed ODA Permit Application submitted by the applicant.

Please do not hesitate to contact me if you have any additional comments or questions.

Thank you,

Maryam Molavi
Associate Transportation Planner
Planning Division
LDR Branch
1750 E. 4th Street
Santa Ana, Ca 92705

Meisinger, Nick

From: Matt Jenkins <Matt.Jenkins@fountainvalley.org>
Sent: Thursday, April 21, 2022 9:19 AM
To: Molavi, Maryam@DOT
Cc: OPR State Clearinghouse; Meisinger, Nick
Subject: RE: 18375 Euclid Street Digital Sign Project- Comment Letter
Attachments: Caltrans permits.pdf; 2022-01920- 18375Euclidsign.Cmnt.Ltr.MM.pdf; NOI Becker.pdf; Caltrans image.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Maryam,

Thank you for your comment letter for the Becker Billboard project located at 18375 Euclid Street.

The first comment regarding the proposed billboard is that they are prohibited. The billboard project applicant filed for a preliminary outdoor advertising application and the proposed location was conforming to the requirements at that time, which was in 2018, according to the ODA permit and Caltrans response letters attached. Does that make a difference in this situation or have the rules changed since 2018?

Caltrans comments were received after the 30-day comment period had closed on April 16. Based on the first comment, submitting after the deadline is irrelevant as long as a permit is required by Caltrans. If Caltrans will not issue a permit, this project will not move forward. The applicant has shown to the City that the project location is outside of the landscape freeway section and that Caltrans has given them a preliminary approval for their location in 2018. To me this indicates that Caltrans is ok with the project.

Please respond to the comments above.

B-1
(Cont.)

Nick Meisinger with Wood Environmental (cc'd on email) prepared the MND on behalf of the applicant and will be reviewing comments received.

Thank you again.

Matt Jenkins
Senior Planner
City of Fountain Valley

From: Molavi, Maryam@DOT <maryam.molavi@dot.ca.gov>
Sent: Thursday, April 21, 2022 6:51 AM
To: OPR State Clearinghouse <State.Clearinghouse@opr.ca.gov>; Matt Jenkins <Matt.Jenkins@fountainvalley.org>
Subject: Re: 18375 Euclid Street Digital Sign Project- Comment Letter

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Thank you.

Get Outlook for iOS

From: OPR State Clearinghouse <State.Clearinghouse@opr.ca.gov>
Sent: Wednesday, April 20, 2022 2:49:40 PM
To: Molavi, Maryam@DOT <maryam.molavi@dot.ca.gov>; Matt Jenkins <Matt.Jenkins@fountainvalley.org>; OPR State Clearinghouse <State.Clearinghouse@opr.ca.gov>
Subject: RE: 18375 Euclid Street Digital Sign Project- Comment Letter

EXTERNAL EMAIL. Links/attachments may not be safe.

Thank you for your submittal, the SCH is in receipt of your comments.

Mikayla Vaba
State Clearinghouse
(916) 445-0613
mikayla.vaba@opr.ca.gov

From: Molavi, Maryam@DOT <maryam.molavi@dot.ca.gov>
Sent: Tuesday, April 19, 2022 6:03 PM
To: Matt Jenkins <Matt.Jenkins@fountainvalley.org>; OPR State Clearinghouse <State.Clearinghouse@opr.ca.gov>
Subject: 18375 Euclid Street Digital Sign Project- Comment Letter

Hello,
Please see the attached letter.
Thank you

Maryam Molavi
Associate Transportation Planner
Planning Division
LDR Branch
1750 E. 4th Street
Santa Ana, Ca 92705

Meisinger, Nick

To: Matt Jenkins; Molavi, Maryam@DOT; OPR State Clearinghouse
Subject: RE: 18375 Euclid Street Digital Sign Project- Comment Letter

From: Molavi, Maryam@DOT <maryam.molavi@dot.ca.gov>
Sent: Thursday, April 21, 2022 1:29 PM
To: Matt Jenkins <Matt.Jenkins@fountainvalley.org>
Cc: OPR State Clearinghouse <State.Clearinghouse@opr.ca.gov>; Meisinger, Nick <nick.meisinger@woodplc.com>
Subject: 18375 Euclid Street Digital Sign Project- Comment Letter

Good afternoon Matt,

Thank you for your email. Please see the response below and attachments form Permits:

The Outdoor Advertising Program (ODA) based their response on the postmile listed on the IGR which was ORA-405-12.514, the adjacent Classified Landscaped Freeway segment runs from PM-24.178/12.5, which would place the subject project within a Classified Landscaped Freeway segment.

On October 26, 2018, ODA issued a preliminary determination for a proposed V-shaped static display at ORA-405-12.483R, preliminary determinations are non-binding and have no appeal rights.

Assuming the proposed project is placed at the same location as the imprint for preliminary applications P12-3501 and P12-3502, and assuming there has been no changes to the landscaping at this location since 2018, then the proposed project should be outside of a Classified Landscaped Freeway segment.

B-1 (Cont.)

However, ODA will make a final determination of conformity with the Outdoor Advertising Act based on a review of a completed ODA Permit Application submitted by the applicant.

Please do not hesitate to contact me if you have any additional comments or questions.

Thank you,

Maryam Molavi
Associate Transportation Planner
Planning Division
LDR Branch
1750 E. 4th Street
Santa Ana, Ca 92705

Scott Drapkin
Assistant Director of Development Services
City of Costa Mesa
77 Fair Drive
Costa Mesa, CA 92628

Comment Response A-1: The City of Fountain Valley (City) has received these comments from the City of Costa Mesa. Responses to issues related to the residential neighborhoods, the community park, and the regional trail system within the City of Costa Mesa are provided below in Comment Responses A-2 through A-6.

Comment Response A-2: The comment correctly describes that the Project site is located on the northbound side of Interstate (I-) 405, specifically at 18375 Euclid Street. As described in the Draft IS/MND, the Project site is currently developed with a single conjoined building supporting three individual commercial retail businesses: Green Room, Guitar Center, and Cort Furniture Outlet. In addition to this building, the Project site includes a paved surface parking lot, perimeter chain link fencing, limited landscaping, bolted down trash cans, streetlamps, and a 59-foot-tall existing pole sign structure.

The Project site is located approximately 325 feet from 10995 Ellis Avenue. In 2014 the City prepared an Environmental Impact Report (EIR) evaluating the construction of a new Electronic Message Center (EMC) on this property. The EIR evaluated a sign with two back-to-back display panels with dimensions of 14 feet height and 48 feet wide for a total display area of 672 square feet per panel. The top of the sign evaluated in the EIR would reach a maximum height of 79 feet above ground surface. On October 6, 2015, the City Council conducted a public hearing regarding a proposal for an EMC sign on this property. Following the public hearing the City Council certified the Final EIR, but continued the Development and Relocation Agreement and Lease Agreement.

In 2021, the City Council sought opportunities to generate new revenue by using City-owned real property to develop, construct, operate and maintain the EMC sign that was previously proposed in 2015. On May 3, 2022 – approximately 3 months following the release of the Draft IS/MND for the Proposed Digital Sign at 18375 Euclid Street – the City Council approved a proposal from Outfront Media, LLC to develop the EMC sign. It should be noted that the height of the sign was reduced from the 79 feet evaluated in the original EIR to a height of 65 feet.

Comment Response A-3: While the Draft IS/MND addressed cumulative impacts (refer to Section XXI, *Mandatory Findings of Significance*), the analysis did not specifically address the EMC sign at 10955 Ellis Avenue, because the City had not yet received and/or approved any proposal(s) at this location. Now that the City has approved the proposal from Outfront Media, LLC to develop the EMC sign, this cumulative project has been identified specifically in Table 11 and addressed in further detail in Section XXI, *Mandatory Findings of Significance*. However, as previously described in the Draft IS/MND, given the short duration of construction the proposed Project would not substantially contribute to any cumulatively considerable construction-related impacts. Additionally, as described in Section I, *Aesthetics* and below in Comment Response A-5, the proposed Project would not substantially alter the character of public views in the vicinity – including public views from residential areas within the City of Costa Mesa.

Comment Response A-4: As described above in Comment Response A-2, an EIR was prepared for the proposed EMC sign at 10955 Ellis Avenue due to the potential for significant and unavoidable impacts related to the changes in the visual quality to residential areas and the Santa Ana River Trail to the southeast of the Project site. As described in the EIR, the residents of the neighborhood directly across the Santa Ana River from the Project site, within the City of Costa Mesa, were of

particular concern. Additionally, visitors to Moon Park could also be affected by the change in visual quality as a result of the EMC sign. The EIR found that the proposed EMC sign would change the visual character of the area by introducing a commercial presence in a designated open space area with no other development in the background. However, unlike the property at 10955 Ellis Avenue, the Project site is already: 1) developed with an existing 59-foot-tall existing pole sign structure (refer to Comment Response A-2); and 2) the proposed sign is located at a greater distance (approximately 325 feet) and generally obscured from public views within the residential areas and other public areas in the City of Costa Mesa. Potential impacts to the Costa Mesa Residential Area and the Santa Ana River Trail are described in detail in Section I, *Aesthetics* and depicted as in before and after photosimulations at Key Viewing Location (KVL) 1 (refer to Figure 5) and KVL 2 (refer to Figure 6).

Comment Response A-5: The potential visual impacts of the proposed Project are considered at length in Section I, *Aesthetics* and while the comment expresses concerns it does not materially challenge the conclusions provided for potential impacts to the Costa Mesa Residential Area (KVL 1), Santa Ana River Trail (KVL 2), or Spencer Avenue (KVL 3). These KVLs were selected because they provide the most clear, unobstructed representative views of the Project site. It should be noted that it is standard CEQA practice to provide representative views. This is consistent with the approach for describing existing setting conditions outlined in CEQA Guidelines Section 15125. Exhaustive views from all surrounding properties depicting similar visual impacts is not usual nor required by CEQA. As described in the Draft IS/MND, it should also be noted that CEQA case law has established that only public views, not private views, need be analyzed under CEQA. For example, in *Association for Protection etc. Values v. City of Ukiah (1991) 2 Cal. App. 4th 720*, the court determined that "we must differentiate between adverse impacts upon particular persons and adverse impacts upon the environment of persons in general. As recognized by the court in *Topanga Beach Renters Assn. v. Department of General Services (1976) 58 Cal.App.3d 188*, '[all] government activity has some direct or indirect adverse effect on some persons. The issue is not whether [the project] will adversely affect particular persons but whether [the project] will adversely affect the environment of persons in general."

The base photography for the photosimulations was taken at the time that the proposed Project was deemed complete and the CEQA process was initiated. While it is recognized that conditions change over time (e.g., vegetation growth, new property owners and businesses, new construction, etc.) the changes in conditions have not been so dramatic as to have substantially changed the existing visual character at the Project site and within the surrounding vicinity. The existing setting has been re-confirmed as depicted in the example photographs below from Moon Park and the Santa Ana River Trail taken in April 2022.

As described at length in the Draft IS/MND, views in this area are generally urban in nature, including landscaped vegetation, paved trail, concrete river channel, fencing, power lines, commercial buildings, etc. The Project site is located immediately adjacent to the northbound lanes of I-405. The Draft IS/MND disclosed that the proposed digital billboard would be at least partially visible from the surrounding locations (as illustrated in the photosimulations), but would not change the overall visual character.

The Applicant has provided a detailed description of the Louver Technology that would be incorporated into the digital sign. This technology, which would block light spillage from the sign, has been summarized in the Final IS/MND with further technical detail attached as Appendix C. A video demonstration of this technology can also be found here: https://vimeo.com/444979892. The mechanical louvers – made of matte-finished black polymer – absorb the light from the LEDs and prevent passage in the protected direction. The effect of this technology can be seen in the graphic below, which demonstrates that potential light and glare impacts on residential areas identified in the comment (e.g., Alabama Circle) would be minimal.

It should also be noted that the Applicant has reduced the proposed height of the sign from 85 feet to 73 feet, which would be 14 feet taller than the existing pole mounted sign that is currently located at the Project site. This reduction would further limit any changes in visibility. The reduction in the height of the proposed digital sign has been revised in the Final IS/MND. With respect to the evaluation of cumulative impacts associated with the recently approved EMC sign at 10955 Ellis Avenue refer to Comment Response A-3.

Comment Response A-6: The comment suggests relocation of the proposed digital sign at 18375 Euclid Street as well as the recently approved sign at 10995 Ellis Avenue. Alternative locations for the recently approved sign at 10995 Ellis Avenue were considered in the previously certified Final EIR. These alternatives included an Alternative Location, Lower Height, V and V-Formation. The Final EIR ultimately determined that the V-Formation was the Environmentally Superior Alternative.

With respect to the proposed sign at 18375 Euclid Street, the Applicant does not own, lease, or otherwise have a stake in the property along the suggested 0.5-mile stretch of I-405 located to the north. The proposed Project would replace an existing 59-foot-tall pole-mounted side with a now 73-foot-tall digital sign adjacent to existing commercial development. The suggested alternative would require the Applicant to purchase new property and develop a new sign, which is not feasible.

It should be noted that the request to reduce the height of signs has been met. The recently approved sign at 10955 Ellis Avenue has been reduced from a previously approved height of 79 feet to a height of 65 feet. Additionally, the proposed digital sign at 18375 Euclid Street has been reduced from a previously proposed height of 85 feet to 73 feet, which would be 14 feet taller than the existing pole mounted sign that is currently located at the Project site (refer to Comment Response A-5).

Scott Shelley
Branch Chief, Regional-IGR-Transit Planning
Department of Transportation, District 12
1750 East 4th Street, Suite 100
Santa Ana, CA 92705

Comment Response B-1: The California Department of Transportation (Caltrans) submitted a comment letter on April 19, 2022 notifying the City that the Applicant would be required to obtain all appropriate permits – including an Outdoor Advertising Program (ODA) Permit and an Encroachment Permit – from the Office of Encroachment and Outdoor Advertising Permits. On April 21, 2022, City staff provided a response indicating that the Applicant had previously filed preliminary permit application materials in 2018 and the proposed location conformed to the requirements at that time. Caltrans responded on April 21, 2022 confirming so long as location of the proposed digital billboard is the same and there have been no changes to the landscaping, then the proposed Project should be outside of a Classified Landscaped Freeway segment. However, Caltrans noted that ODA will make a final determination of conformity with the Outdoor Advertising Act based on a review of a completed ODA Permit Application submitted by the Applicant.

APPENDIX E

MITIGATION, MONITORING, AND REPORTING PROGRAM

1.0 INTRODUCTION

The California Environmental Quality Act (CEQA) requires the adoption of feasible mitigation measures to reduce the severity and magnitude of potentially significant environmental impacts associated with project development. In order to ensure that the mitigation measures and project revisions identified in an Environmental Impact Report (EIR) or Mitigated Negative Declaration (MND) are implemented, the Lead Agency is required to adopt a program for monitoring and reporting on the measures it has imposed to mitigate or avoid significant effects (CEQA Guidelines Section 15097[a]). The CEQA Guidelines require that a Mitigation, Monitoring, and Reporting Program (MMRP) be adopted upon certification of an EIR or adoption of an MND to ensure mitigation measures identified in the EIR or MND are implemented.

According to CEQA Guidelines Section 15097(c) "reporting" generally consists of a written compliance review that is presented to the decision-making body or authorized staff person. A report may be required at various stages during project implementation or upon completion of the mitigation measure. "Monitoring" is generally an ongoing or periodic process of project oversight. This program identifies, at a minimum, the entity responsible for the monitoring, what is to be monitored, how the monitoring shall be accomplished, and the monitoring and reporting schedule.

The MMRP assigns responsibility for monitoring mitigation measures incorporated into the project. Under this program, the Applicant and the construction contractor under the direction of the Applicant, would be responsible for the implementation of these measures and the City of Fountain Valley (City) would be responsible for enforcement. A record of the MMRP will be maintained at the City of Fountain Valley, 10200 Slater Avenue, Fountain Valley, CA 92708.

2.0 PROJECT SUMMARY

Proposed Project

Under the proposed Project the Applicant would demolish the existing 59-foot-tall pole sign structure located at 18375 Euclid Street and construct a new pole-mounted digital sign in its place. The proposed pole-mounted digital sign would be 73 feet tall with two back-to-back digital display panels pinched together at one end – creating a "V" shape – allowing the commercial advertisements to be visible to vehicles traveling in both northbound and southbound directions on Interstate (I-) 405. Each of the digital display panels would have dimensions of 14 feet high and 48 feet wide for a total display area of 672 square (sf) per panel. The proposed digital sign would incorporate Louver Technology that would block light spillage from the sign. The mechanical louvers – made of matte-finished black polymer – would absorb the light from the light-emitting diode (LED) and prevent passage in the protected direction. Non-illuminated City logos would be affixed on either side of the pole mount structure. Additionally, four static illuminated signs would be attached to the pole mount structure, beneath the digital display. The proposed Project would involve the installation of a new pole mount structure – designed by a structural engineer – to ensure adequate support of the proposed digital sign. Based on similarly sized digital signs it is assumed that the proposed digital sign would be supported by an approximately 6-foot diameter caisson foundation.[1] The caisson would be installed to a depth of

[1] A caisson is a prefabricated hollow box or cylinder sunk into the ground to some desired depth and then filled with concrete thus forming a foundation.

approximately 35 feet below the ground surface (bgs) and filled with concrete. Electrical and communications utilities would be installed underground to connect the digital sign to the existing on-site power source adjacent to the existing commercial retail building.

Construction

Construction of the proposed Project would occur over an estimated 2- to 4-week period – beginning in early 2023 – and would involve the use of heavy haul trucks as well as a crane, excavator, trencher, and drilling rig.

Construction activities would begin with demolition of the existing pole sign structure. The aboveground portions of the sign would be disassembled and removed using a hydraulic truck crane. Following the removal of the aboveground portions of the pole sign structure, the existing pole would be cut at the ground level, then the existing concrete foundations would be excavated and removed from the Project site. It is anticipated that excavation would occur over an approximate 7- by 7-foot area. The concrete debris would be transported to a concrete recycling facility (e.g., Materials Recovery Facility [MRF] in Huntington Beach), requiring approximately 5 truck trips (assuming a 14-cubic yard [cy] dump truck)

Following the completion of demolition activities, the new pole-mounted digital sign would be constructed. A drilling rig would be used to drill a hole approximately 6 feet in diameter and 35 feet deep, necessary to install the caisson for the new pole support mount. The pole support mount would be lifted into place and inserted into the hole by a hydraulic truck crane, as concrete is poured into the caisson to set the pole support mount in place. The digital display panels would be assembled on-site and held in place by the hydraulic truck crane as they are welded to the pole support mount. Electrical and communications utilities would be installed underground to connect the digital sign to the existing on-site power source adjacent to the existing commercial retail building. Trenching for electrical and communications utilities would be between 18-24 inches deep. No buildings or structures other than the pole-mounted digital sign are proposed at the Project site.

Temporary construction staging, and equipment laydown areas associated with the proposed Project would be located on-site within the paved asphalt surface parking lot area immediately north and west of the existing sign.

Construction associated with the proposed Project would require approximately 5 truck trips for the removal of the concrete debris and 14 truck trips for removal of the existing static display and delivery of the pole support mount, digital displays, and other associated construction materials. Additionally, it is estimated that up to 10 construction workers would be on-site for the duration of the construction activities. Construction activities would be limited to the hours between 7:00 am to 8:00 pm Monday through Friday and between 9:00 am and 8:00 pm on Saturday, consistent with City's requirements codified in the City's Noise Ordinance (Fountain Valley Municipal Code [FVMC] Section 6.28.070[5]).

3.0 PROJECT PERMITS/APPROVALS

In order to facilitate the construction of the proposed pole-mounted digital sign at 18375 Euclid Street, the Applicant is requesting an amendment to Section 2.9 of the Fountain Valley Crossings Specific Plan.

Under the proposed Project, Section 2.9 would be amended by the City to allow for the display of off-site advertising within a limited area between I-405 mile marker 12.41 and 12.50. Pursuant

to the Federal Highway Beautification Act (1965) and State Outdoor Advertising Act (2014), the California Department of Transportation (Caltrans) is responsible for regulating the placement of outdoor advertising displays visible from California Highways and performing regular reviews of outdoor advertising displays located adjacent to freeways and highways identified on the National Highway System. According to California Business and Professions Code Section 5216, development of outdoor advertising displays is prohibited in areas designated as "landscaped freeway." The Project site – between I-405 mile marker 12.41 to 12.50 – is the only area in the City of Fountain Valley along I-405 that is not designated as a "landscaped freeway" by Caltrans.

These proposed amendments would allow for the development of a single pole-mounted digital sign on the Project site and would not facilitate the development of any similar signage within other properties or areas of the City.

Prior to the issuance of a building permit for the proposed digital sign the Applicant would enter into a Development Agreement with the City of Fountain Valley. As a part of the proposed Project, the Applicant shall implement measures described in the Development Agreement, including but not limited to the following:

- The Applicant shall pay an annual Development Fee as stipulated in the Development Agreement.
- The Applicant shall provide the City with advertising space for the purposes of posting public service announcements and City-related advertising and announcements, free of charge on a space-available basis.
- The Applicant shall make available advertising space for "Amber Alert" or other emergency messages, free of charge.
- The Applicant shall comply with all applicable California Building Code (CBC) requirements.
- The Applicant shall maintain acceptable clearance from the Southern California Edison (SoCal Edison) distribution lines.
- The Applicant shall comply with standards as adopted by the Caltrans Outdoor Advertising Division, Outdoor Advertising Association of America (OAAA) including but not limited to:
    - The 0.3 foot-candle limitation over ambient light levels at 250 feet.
    - Ensuring additional flexibility in reducing maximum light level standard given the lighting environment, and automatic dimming capabilities and a contact person to respond to any reasonable complaints from the City (Director of Planning and Building).

In addition to the amendments to Section 2.9 of the Fountain Valley Crossings Specific Plan and the Development Agreement required from the City of Fountain Valley, the proposed digital sign would require issuance of an Outdoor Advertising Permit from Caltrans.

4.0 ENVIRONMENTAL REVIEW SUMMARY

The IS/MND (State Clearinghouse [SCH] No. 2022030478) analyzed the potential environmental effects of the proposed Project and identified measures to mitigate potentially significant impacts associated with construction of the proposed Project. A MMRP table that indicates the mitigation measures to be implemented by the Applicant has been prepared for the proposed Project (see Table E-1).

Table E-1. MMRP – 18375 EUCLID STREET DIGITAL SIGN PROJECT

Number	Mitigation Measure	Mitigation Procedure	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
AESTHETICS					
AES-1	Prior to the issuance of a building permit for the proposed pole-mounted digital sign, the Applicant shall submit, to the satisfaction of the Director of Planning and Building, the following information: 1. Plans or specifications that demonstrate that the proposed pole-mounted digital sign matches the plans that were assessed in the photometric study prepared by Watchfire Signs (2018). 2. Plans or specifications that demonstrate that the proposed pole-mounted digital sign has a form of lighting control that will reduce the lighting output not to exceed 3 percent of the maximum daytime brightness beginning 1 hour before dusk and 1 hour after dawn.	The Applicant shall prepare and submit required plans and specifications to the City	Applicant	Prior to the issuance of a building permit	Director of Planning and Building
AES-2	Within 14 days following the construction of the proposed digital sign, the Applicant shall submit, to the satisfaction of the Direction of Planning and Building, the following information: 1. A third-party test to verify that the digital sign complies with the requirements not to exceed 0.3 foot-candle over ambient light at a distance of 250 feet from the display panels, in accordance with IESNA and OAAA standards. If the value exceeds these industry standards, additional lighting output reduction shall be required until the 0.3 foot-candle requirement is satisfied.	The Applicant shall submit the third-party test results	Applicant	Within 14 days following the completion of construction	Director of Planning and Building

Number	Mitigation Measure	Mitigation Procedure	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
AGRICULTURE AND FORESTRY RESOURCES					
No mitigation measures required.					
AIR QUALITY					
No mitigation measures required.					
BIOLOGICAL RESOURCES					
No mitigation measures required.					
CULTURAL RESOURCES					
No mitigation measures required.					
ENERGY					
No mitigation measures required.					
GEOLOGY AND SOILS					
GEO-1	Prior to final design approval and the issuance of a building permit, a geotechnical investigation shall be conducted. The Applicant shall submit, to the satisfaction of the Director of Planning and Building, a Geotechnical Report that describes issues related to instability, ground-failure, and liquefaction. Where geotechnical hazards are found to exist, appropriate engineering design and construction measures shall be incorporated into the final design of the proposed Project.	The Applicant shall prepare and submit a geotechnical report	Applicant	Prior to the issuance of a building permit	Director of Planning and Building
GREENHOUSE GAS EMISSIONS					
No mitigation measures required.					
HAZARDS AND HAZARDOUS MATERIALS					

Number	Mitigation Measure	Mitigation Procedure	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
No mitigation measures required.					
HYDROLOGY AND WATER QUALITY					
No mitigation measures required.					
LAND USE AND PLANNING					
No mitigation measures required.					
MINERAL RESOURCES					
No mitigation measures required.					
NOISE					
No mitigation measures required.					
POPULATION AND HOUSING					
No mitigation measures required.					
PUBLIC SERVICES					
No mitigation measures required.					
RECREATION					
No mitigation measures required.					
TRANSPORTATION/TRAFFIC					
T-1	Prior to the issuance of a building permit for the pole mounted digital sign, the Applicant shall submit, to the satisfaction of the Director of Planning and Building, a Construction Traffic Management Plan, to address and manage vehicle and pedestrian traffic during the 2- to 4-week construction period. The plan shall be designed to accomplish the following:	The Applicant shall prepare, submit, and implement a Construction Traffic Management Plan	Applicant	The Applicant shall prepare and submit the plan prior to the issuance of a building permit	Director of Planning and Building

Number	Mitigation Measure	Mitigation Procedure	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
	• Ensure safety for construction workers, commercial retail employees and customers, and vehicles and pedestrians traveling along Euclid Street. • Minimize traffic and circulation impacts on the surrounding roadway network – including Euclid Street – to the maximum extent feasible during the 2- to 4-week construction period. The plan shall, at a minimum, include the following: • Description and/or depiction of construction and equipment staging areas within the existing paved surface parking lot. • Description and/or depiction of the timing and location of designated detours for vehicles, bicycles, and pedestrians. For example, the southeastern driveway at the Project site may require temporary closure during demolition of the existing static sign and/or construction of the proposed digital sign. • Requirements for at least one construction flagger that shall be stationed at southeastern driveway of the Project site to ensure coordination managing vehicle and pedestrian traffic. The construction management plan shall provide detailed methods for the construction flagger(s) to address potential safety hazards related heavy truck traffic and construction equipment. • Requirements for traffic cones and warning signs along southbound Euclid Street near the Project site.			The Applicant shall implement the plan throughout the 2- to 4-week duration of construction	

Number	Mitigation Measure	Mitigation Procedure	Responsible Party	Mitigation Timing	Monitoring and Reporting Procedure
	• Requirements for streets and equipment to be cleaned in accordance with established City Public Works Department guidelines. • Requirements for all heavy truck drivers and equipment operators to receive a briefing at the beginning of construction regarding traffic safety concerns anticipated to be encountered at the Project site and in the surrounding vicinity. • Requirements for the Applicant to advise adjacent properties of construction activities using information signs, mailings, and/or e-mail.				
TRIBAL CULTURAL RESOURCES					
No mitigation measures required.					
UTILITIES AND SERVICE SYSTEMS					
No mitigation measures required.					
WILDFIRE					
No mitigation measures required.					

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