

**DRAFT**  
**Three-Sided Electronic Billboard Project and**  
**Billboard Overlay Expansion (DA-21-1 and C-21-1)**  
**Initial Study/Negative Declaration**  
**City of Buena Park, Orange County, California**



Prepared for:  
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Report Date: January 11, 2023

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## ACRONYMS AND ABBREVIATIONS

µg/m <sup>3</sup>	micrograms per cubic meter
°C	degrees Celsius (Centigrade)
°F	degrees Fahrenheit
AB	Assembly Bill
ACSP	Auto Center Specific Plan
AELUP	Airport Environs Land Use Plan
APN	Assessor's Parcel Number
AQP	Air Quality Plan
ARB	California Air Resources Board
BACM	Best Available control Measure
BAU	Business as Usual
BERD	Built Environmental Research Directory
BOZ	Billboard Overlay Zone
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CDFW	California Department of Fish and Wildlife
CDMG	California Division of Mines and Geology
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CNPSEI	California Native Plant Society Electronic Inventory
CO <sub>2</sub> e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
DAMP	Drainage Area Management Plan
dB	decibels
dBA	A-weighted decibel
DOC	Department of Conservation
DPM	diesel particulate matter
DTSC	California Department of Toxic Substances Control
EIR	Environmental Impact Report
EOP	Emergency Operations Plan
EPA	United States Environmental Protection Agency

**Acronyms and Abbreviations**

FCS	FirstCarbon Solutions
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zones
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GHG	greenhouse gas
HCP	Habitat Conservation Plan
in/sec	inch per second
IPaC	Information for Planning and Consultation
L <sub>dn</sub>	day/night sound level
LED	light-emitting diode
L <sub>eq</sub>	equivalent continuous sound level
LHMP	Local Hazard Mitigation Plan
LID	Low Impact Design
L <sub>max</sub>	maximum instantaneous noise level
LRA	Local Responsibility Area
LST	localized significance threshold
MBTA	Migratory Bird Treaty Act
mph	miles per hour
MT	metric tons
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Native Community Conservation Plan
NFHL	National Flood Hazard Layer
NFIP	National Flood Insurance Program
NOI	Notice of Intent
NO <sub>x</sub>	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Place
OAAA	Outdoor Advertising Association of America
OCTA	Orange County Transportation Authority
OS	Open Space
PI	Plasticity Index
PPV	peak particle velocity
RPS	Renewables Portfolio Standard

SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SFHA	Special Flood Hazard Areas
SoCAB	South Coast Air Basin
SP	Service Population
SPT	Standard Penetration Test
SR	State Route
SRA	State Responsibility Area
State Water Board	California State Water Resources Control Board
SWPPP	Storm Water Pollution Prevention Plan
TAC	toxic air contaminant
TCR	Tribal Cultural Resources
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOC	volatile organic compound
WATERS	EPA Watershed Assessment, Tracking and Environmental Results System

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## SECTION 1: INTRODUCTION

### 1.1 - Purpose

The purpose of this Draft Initial Study/Negative Declaration (Draft IS/ND) is to identify any potential environmental impacts that would result from the implementation of the proposed Three-Sided Electronic Billboard Project and Billboard Overlay Expansion (proposed project) in the City of Buena Park (City), in Orange County, California.

Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15367, the City has discretionary authority over the proposed project and is the Lead Agency in the preparation of this Draft IS/ND and any additional environmental documentation required for the proposed project. The intended use of this document is to analyze the proposed project pursuant to the requirements of CEQA and to provide the basis for input from public agencies, organizations, and interested members of the public.

The remainder of this section provides a brief description of the project location and the primary project characteristics. Section 2 includes an environmental checklist that provides an overview of the potential impacts that may result from project implementation, elaborates on the information contained in the environmental checklist, and provides justification for each checklist response, and Section 3 contains the List of Preparers.

### 1.2 - Project Location

The project site is located in the City of Buena Park on the northwestern edge of Orange County, California (Exhibit 1). The City is located approximately 19 miles southeast of Downtown Los Angeles and is bounded by the City of Fullerton and the City of Anaheim to the east, the City of La Mirada to the north, the cities of Cerritos, La Palma, and Cypress to the west, and the cities of Anaheim and Cypress to the south. The 0.28-acre project site is located 82 feet east of Interstate 5 (I-5), north of Artesia Boulevard and south of Firestone Boulevard on Assessor's Parcel Number (APN) 066-020-36 (Exhibit 2). The project site is located on the *Los Alamitos, California* United States Geological Survey (USGS) 7.5-minute Topographic Quadrangle Map.

### 1.3 - Environmental Setting

#### 1.3.1 - Land Uses and Zoning

The project site is currently an undeveloped vacant lot consisting of gravel, utility boxes and landscaping, and is surrounded by sidewalks, major roadways, and highly urbanized areas. The project site is located immediately east of I-5 and functions as an island between Artesia Boulevard and Firestone Boulevard.

## **Introduction**

The project site is currently designated Open Space by the City of Buena Park General Plan (General Plan),<sup>1</sup> and is also identified as a Consolidated Redevelopment Project Area in the General Plan (Exhibits 3a and 3b).<sup>2</sup> The Open Space designation assumes that land designated Open Space will remain as open space for recreational uses or for purposes of conservation and/or safety. The areas of the City designated as Open Space include the City's parks, the Ralph B. Clark Regional Park, open space land dedicated as part of development agreements, open space land included within the Los Coyotes Country Club, a number of utility easements, storm drain channels, and freeway right-of-way.<sup>3</sup>

The project site is currently zoned Auto Center Specific Plan (ACSP) by the City of Buena Park Zoning Map (Exhibit 4). The purpose of the ACSP is to provide for the continued development, preservation, and enhancement of auto dealers and related commercial and retail uses in orderly and attractive settings that are unique and distinctive from the conventional use pattern of independent and unrelated businesses.<sup>4</sup>

Implementation of the proposed project would include the expansion of the City's existing Billboard Overlay Zone (BOZ) to include the project site. The BOZ overlay allows for the placement of billboards that conform to the Buena Park Municipal Code (Municipal Code). The purpose of the BOZ is to provide reasonable billboard control, recognizing that community appearance is an important factor in ensuring the general community welfare.<sup>5</sup>

### **1.3.2 - Billboard Overlay Zone Ordinance**

The BOZ Ordinance established a BOZ, including billboard sign standards, for Commercial and Industrial zones, and amended Title 19 of the Municipal Code. There are currently five locations along major transportation routes where the BOZ Ordinance is applicable (Exhibit 5).

- The first BOZ site is located immediately southwest of I-5. The BOZ begins at the intersection of the railroad right-of-way and the northern line of Orangethorpe Avenue and extends 1,050 feet northwest along the southern line of I-5.

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<sup>1</sup> City of Buena Park. 2010. General Plan Chapter 2, Land Use and Community Design Element, Exhibit LU-1, General Plan Land Use Map. Website: [https://www.buenapark.com/Document\\_center/City%20Departments/Community%20development/Planning%20Division/General%20plan/2035%20General%20Plan/Chapter02.pdf](https://www.buenapark.com/Document_center/City%20Departments/Community%20development/Planning%20Division/General%20plan/2035%20General%20Plan/Chapter02.pdf). Accessed April 22, 2022.

<sup>2</sup> City of Buena Park. 2010. General Plan Chapter 2, Land Use and Community Design Element, Page 2-4, Buena Park Redevelopment Areas. Website: [https://www.buenapark.com/Document\\_center/City%20Departments/Community%20development/Planning%20Division/General%20plan/2035%20General%20Plan/Chapter02.pdf](https://www.buenapark.com/Document_center/City%20Departments/Community%20development/Planning%20Division/General%20plan/2035%20General%20Plan/Chapter02.pdf). Accessed April 22, 2022.

<sup>3</sup> City of Buena Park. 2010. General Plan Chapter 2, Land Use and Community Design Element, Page 2-18. Website: [https://www.buenapark.com/Document\\_center/City%20Departments/Community%20development/Planning%20Division/General%20plan/2035%20General%20Plan/Chapter02.pdf](https://www.buenapark.com/Document_center/City%20Departments/Community%20development/Planning%20Division/General%20plan/2035%20General%20Plan/Chapter02.pdf). Accessed April 22, 2022.

<sup>4</sup> City of Buena Park. 2022. Buena Park Zoning Map. Website: <https://maps.buenapark.com/portal/apps/webappviewer/index.html?id=d12a39506ce5463ea50547e78bd06e5c>. Accessed April 22, 2022.

<sup>5</sup> City of Buena Park. 2015. Buena Park City Code 19.912.090 Billboard Signs. Website: [https://library.qcode.us/lib/buena\\_park\\_ca/pub/city\\_code/item/title\\_19-division\\_9-chapter\\_19\\_912-19\\_912\\_090](https://library.qcode.us/lib/buena_park_ca/pub/city_code/item/title_19-division_9-chapter_19_912-19_912_090). Accessed April 23, 2022.

- The second BOZ site is located immediately southwest of I-5. The BOZ begins at the corner of the western line of Beach Boulevard and the northern property line of Orange County APN 276-213-39.
- The third BOZ site is located immediately southwest of I-5. The BOZ begins at the corner of the western line of Western Avenue and the northern property line of Orange County APN 276-202-23.
- The fourth BOZ site is located immediately north of the State Route (SR) 91. The BOZ begins at a point that is located approximately 1,050 feet west of the northwest corner of the Western Avenue/SR-91 intersection.
- The fifth BOZ site is located immediately north of SR-91. The BOZ would begin at a point that is located approximately 600 feet west of the northwest corner of the Beach Boulevard/SR-91 intersection.
- The minimum distance between two billboards, shall be 1,000 feet if placed within 200 feet of the freeway right-of-way;
- Signs located on the same side of the freeway must be separated by at least 500 feet, provided the billboards are not primarily oriented toward the freeway

The currently proposed project would be the sixth BOZ site. The project site is located within 200 feet of I-5. The closest existing billboard to the project site is the third BOZ site, which is located approximately 2,800 feet southeast of the project site. This distance is greater than the required 1,000 feet minimum. The two billboards are on opposite sides of the I-5 freeway.

### **1.3.3 - Federal Highway Beautification Act**

The Federal Highway Beautification Act of 1965 (23 United States Code [USC] 131) governs advertising signage located along the interstate highway system (the Santa Ana Freeway [I-5] is an Interstate Highway). The Act is enforced by the Federal Highway Administration (FHWA) and as part of its enforcement effort the FHWA has entered into agreements regarding the Act with State departments of transportation. The California Department of Transportation (Caltrans) is involved in the control of “off-premise” displays along Interstate Highways. The FHWA has entered into written agreements with Caltrans to control the construction of all outdoor advertising signs, displays, and devices within 660 feet of the interstate highway right-of-way. The agreements provide that such signs shall be erected only in commercial or industrial zones and these signs are subject to the following restrictions:

- No signs shall imitate or resemble any official traffic sign, nor shall signs obstruct any official signs;
- No signs shall be erected on rocks or other natural features;
- Signs shall be no larger than 25 feet in height and 60 feet in width;
- Signs located on the same side of the freeway must be separated by at least 500 feet; and,

- Signs shall not include flashing, intermittent or moving lights, and shall not emit light that may obstruct or impair the vision of any driver.

### **1.3.4 - Outdoor Advertising Act**

The Outdoor Advertising Act contains a number of provisions relating to the construction and operation of digital billboards, which are applicable to the five existing BOZ sites, and which would also apply to the project site, if approved:

- The billboard shall be constructed to withstand a wind pressure of 20 pounds per square feet of exposed surface.
- No billboard shall display any advertising of any drugs or adult businesses.
- Each billboard shall be connected to the National Emergency Network and provide emergency information, including child abduction alerts (i.e., “Amber Alerts”).
- Each billboard shall be provided with an ambient light sensor and dimmer technology that automatically adjusts the brightness level to no more than 0.3 foot-candles above the level of surrounding ambient light conditions, as measured from a distance of 250 feet.
- Each billboard shall be designed to freeze the display in one static position, display a full black screen, or turn off, in the event of a malfunction.
- Walls or screens at the base of the billboard shall not create a hazard to public safety or provide an attractive nuisance and shall be continually maintained free from graffiti.
- Billboards shall not be operated in such a fashion as to constitute a hazard to safe and efficient operation of vehicles and shall comply with all applicable regulations.
- No billboard shall be operated or maintained so as to constitute an improper display.
- No billboard shall simulate or imitate any directional, warning, danger or information sign, or any display likely to be mistaken for any permitted sign intended or likely to be construed as giving warning to traffic, by, for example, the use of the words “stop” or “slow down.”
- No billboard shall involve any red or blinking or intermittent light likely to be mistaken for warning or danger signals nor shall its illumination impair the vision of travelers on the adjacent freeway and/or roadways; and,
- The aforementioned restrictions may be enforced by Caltrans, the California Highway Patrol, or local authorities.

### **1.3.5 - Surrounding Land Uses**

**North** The northern side of the project site is bounded by Firestone Boulevard and lands designated Commercial and zoned ACSP. North of Firestone Boulevard is a parking lot, a United Brotherhood of Carpenters and Joiners of America Training Center and Local Union building, as well as commercial, warehouse, and distribution buildings.



- South** The southern side of the project site is bounded by Artesia Boulevard and lands designated Commercial and zoned ACSP. The area south of Artesia Boulevard contains the Artesia Boulevard on- and off-ramps to and from I-5, and a vacant lot.
- East** The eastern side of the project site is bounded by the intersection of Firestone Boulevard and Artesia Boulevard and lands designated Commercial and zoned ACSP. East of the Firestone Boulevard and Artesia Boulevard intersection is an automobile sales center, a hotel, and multi-family residences.
- West** The western side of the site is bounded by I-5 and lands that are designated Open Space. This area is within the I-5 right-of-way and does not have a zoning designation. West of I-5, there are commercial and retail uses. The City of La Mirada boundary is located 850 feet west of the project site.

## 1.4 - Project Description

Outfront Media (the applicant) proposes to construct a triple-sided digital light-emitting diode (LED) billboard at the intersection of Artesia Boulevard and Firestone Boulevard in the City. As shown in Exhibit 6, the proposed billboard would be a triangular design with north- and south-facing displays that would be visible to vehicles traveling in both directions (northbound and southbound) on I-5, as well as an east-facing display that would be visible to vehicles traveling westbound on Artesia Boulevard.

The north and south-facing displays would each have a 14-foot-tall by 48-foot-wide face. The east-facing display would have a 10.5-foot-tall by 36-foot-wide face. The north-facing display would have a 13-foot-wide by 14-foot-tall, perforated metal screen sheet.

The proposed billboard structure would be 65 feet in height. Each billboard would be elevated on a base and supported by an aluminum pole at the center of the structure and an upright frame. The base would have a stone panel system applied with a deep, natural gray finish. The upper 4-foot-tall accent would be brushed aluminum. The words “Buena Park” and “Auto Center” would be illuminated in three rows near the top section of the pole, with channel raised letters having blue acrylic faces with 1-inch silver trim cap edges and 5-inch-deep black returns with white internal LED illumination. The reveals within the pole will also be illuminated, in addition to uplighting of the base.

The proposed project would require a new underground electrical utility connection; Southern California Edison (SCE) would provide electricity to the project site.

## Construction

Construction of the proposed project would begin in February 2023, and the duration of construction would last a total of 10 days. Construction activities would include site preparation, grading, and construction, and would include the export of 22.5 cubic yards of soil/fill material.

## **1.5 - Required Discretionary Approvals**

As mentioned previously, the City of Buena Park has discretionary authority over the proposed project and is the CEQA Lead Agency for the preparation of this Draft IS/ND. To implement the proposed project, the City would need to issue the following permits/approvals:

- Zoning Text Amendment to add Auto Center Specific Plan to eligible locations for the Billboard Overlay Zone
- Approval of a Development Agreement
- Approval of a Sign Permit
- Approval of a Building Permit

## **1.6 - Intended Uses of this Document**

This Draft IS/ND has been prepared to determine the appropriate scope and level of detail required in completing the environmental analysis for the proposed project. This document will also serve as a basis for soliciting comments and input from members of the public and public agencies regarding the proposed project. The Draft IS/ND will be circulated for a minimum of 30 days,<sup>6</sup> during which comments concerning the analysis contained in the Draft IS/ND should be sent to:

Swati Meshram, Planning Manager  
Community Development Department  
6650 Buena Boulevard  
Buena Park, CA 90621  
Phone: 714.562.3614  
Email: smeshram@buenapark.com

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<sup>6</sup> The Draft IS/ND will be available for review on the City's website at  
[https://buenapark.com/city\\_departments/community\\_development/planning\\_division/keynote\\_projects.php](https://buenapark.com/city_departments/community_development/planning_division/keynote_projects.php).

Source: Census 2000 Data, The California Spatial Information Library (CaSIL).



## Exhibit 1 Regional Location Map

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Source: ESRI Aerial Imagery.

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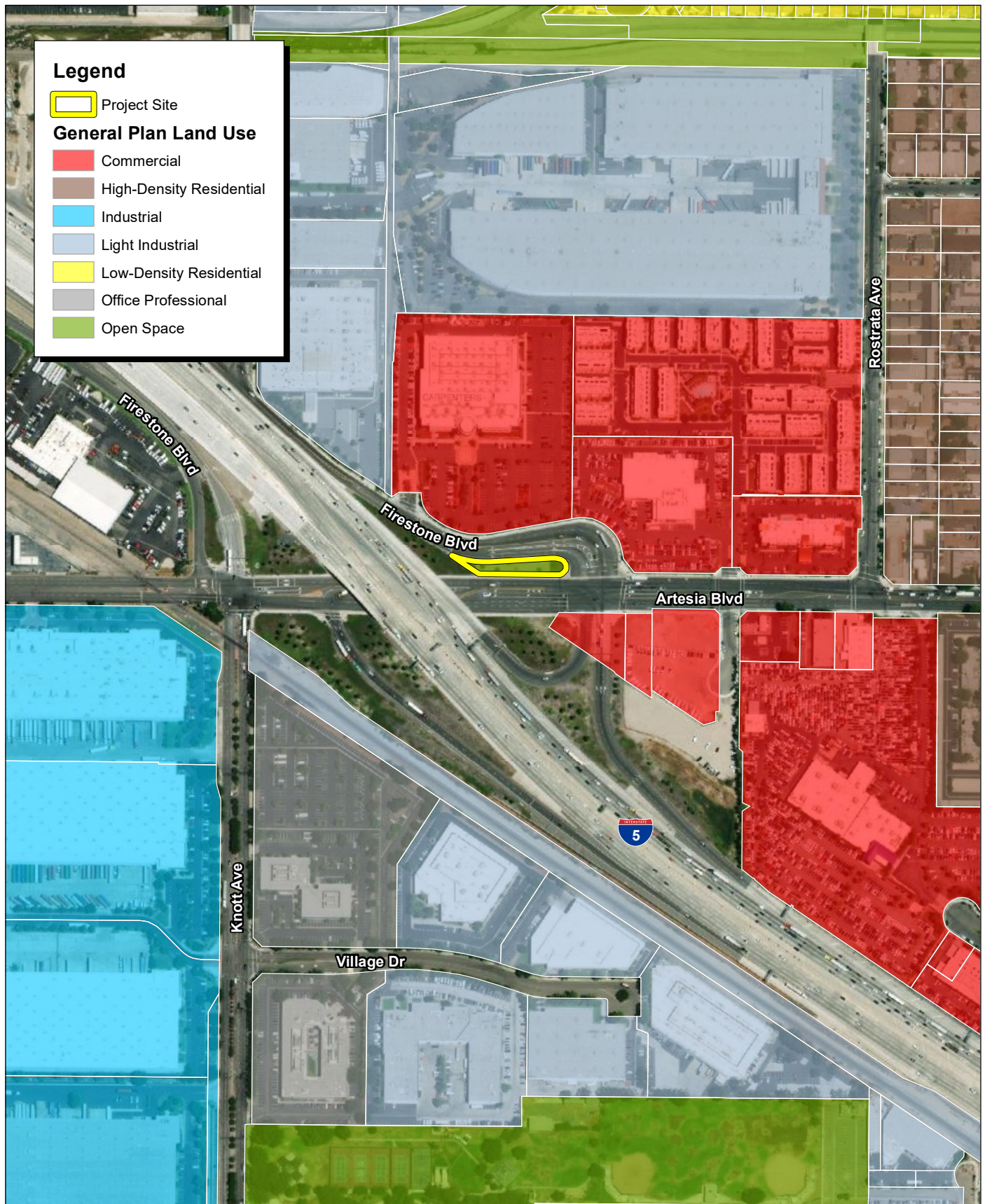


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## Exhibit 2 Local Vicinity Map



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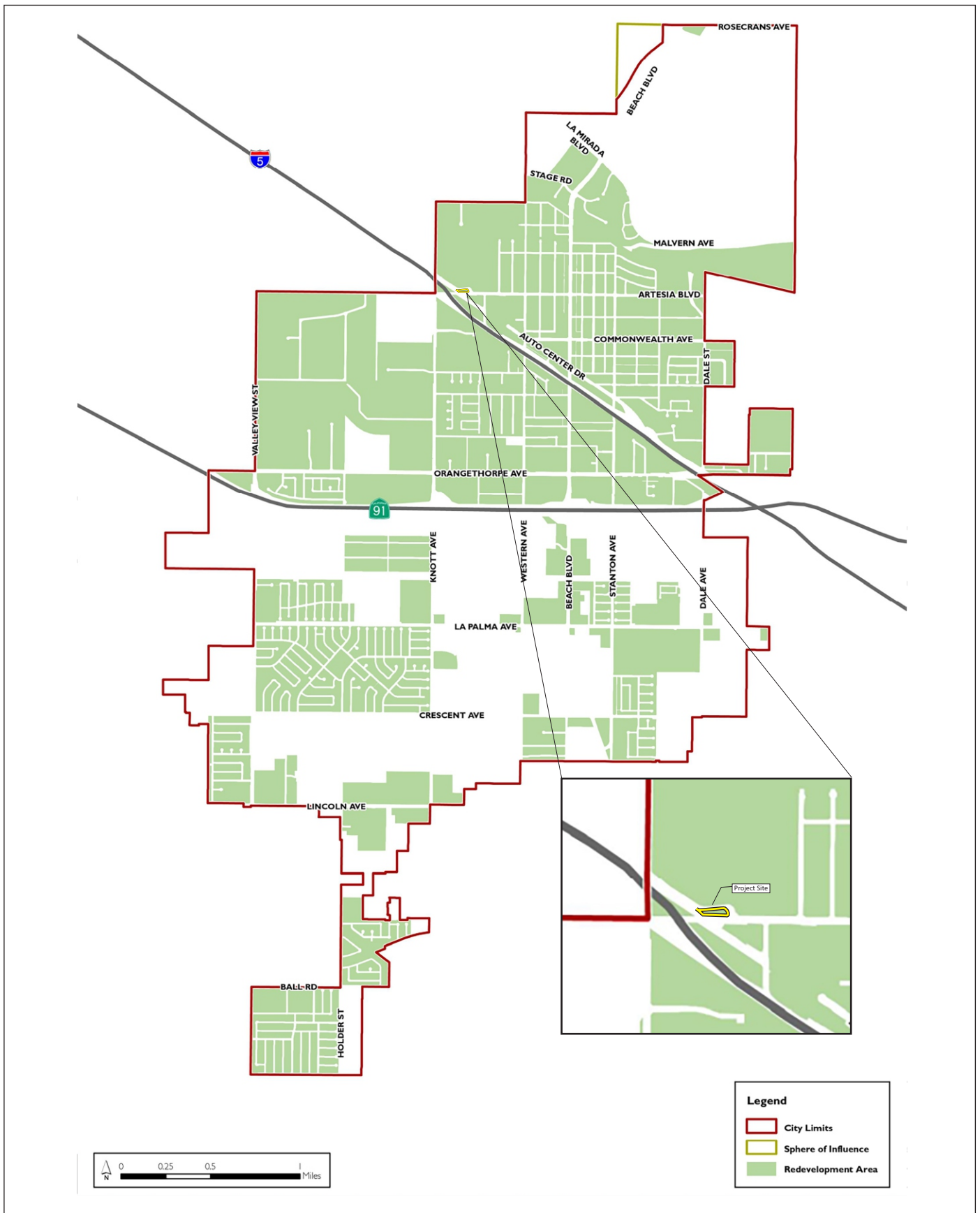


Source: ESRI Aerial Imagery. City of Buena Park. County of Orange.



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Source: Buena Park General Plan.

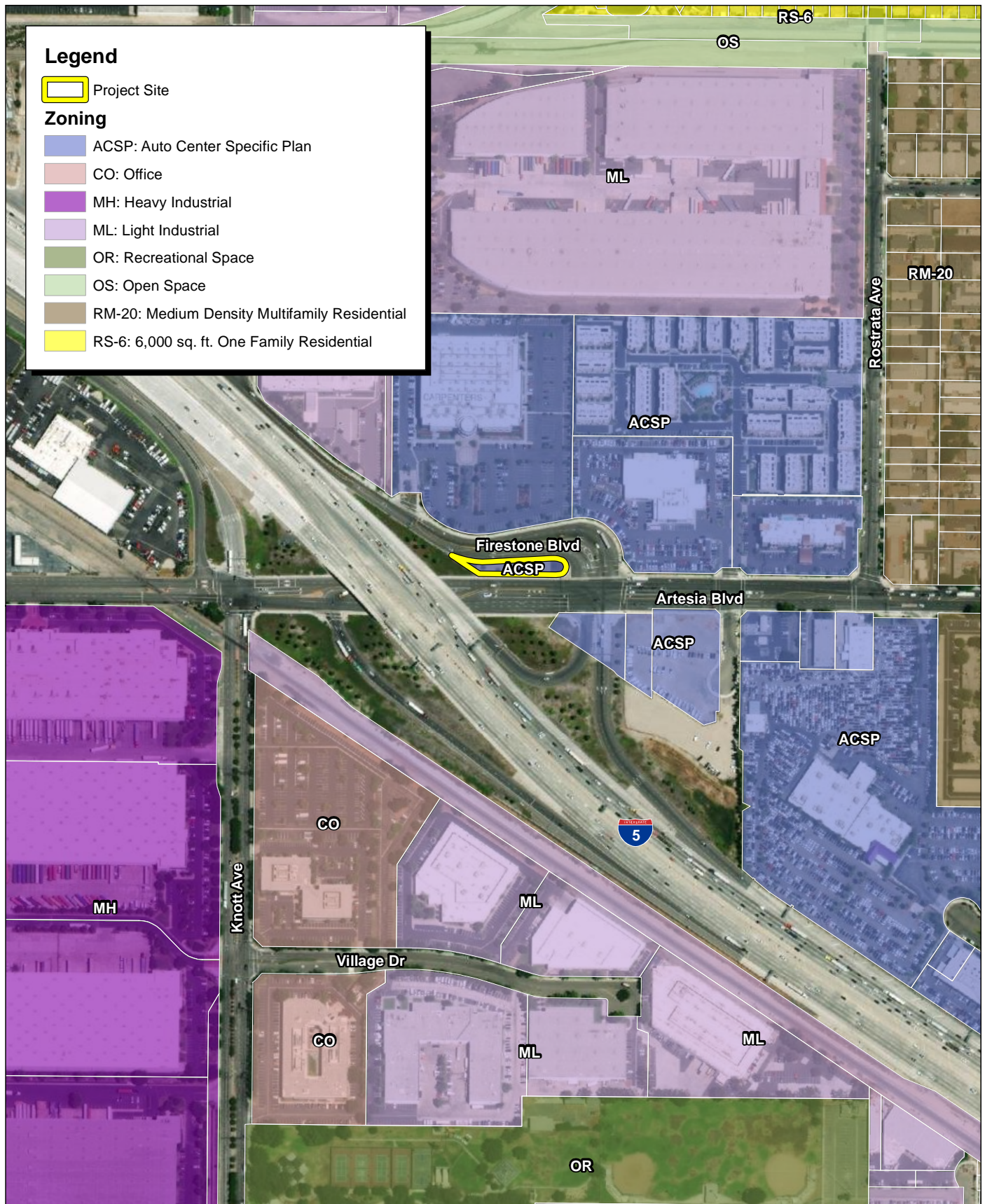
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## Exhibit 3b Consolidated Redevelopment Project Area

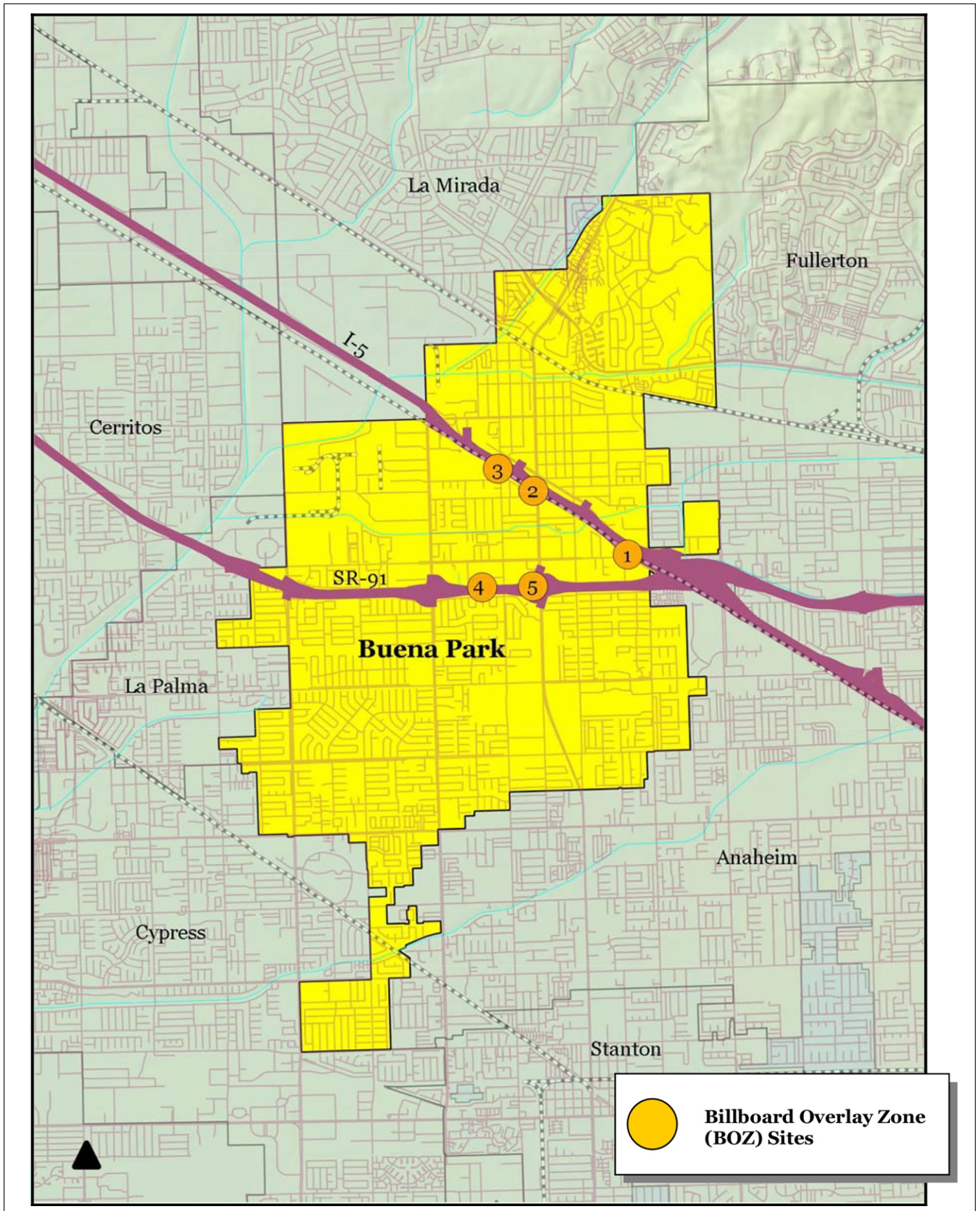
CITY OF BUENA PARK  
THREE-SIDED ELECTRONIC BILLBOARD PROJECT AND  
BILLBOARD OVERLAY EXPANSION (DA-21-1 AND C-21-1)  
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

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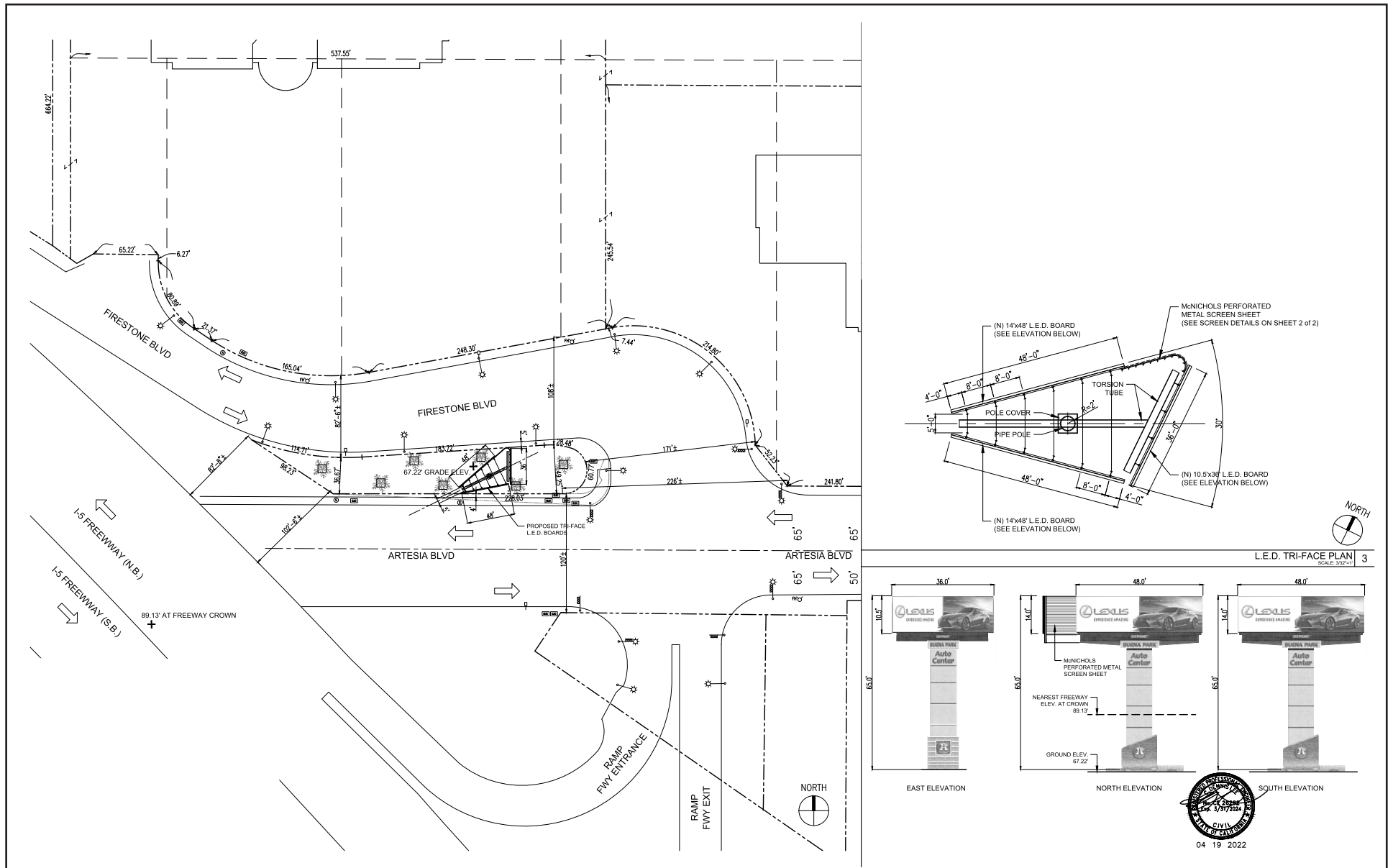
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## SECTION 2: ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

Environmental Factors Potentially Affected					
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.					
<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forestry Resources	<input type="checkbox"/> Air Quality			
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Energy			
<input type="checkbox"/> Geology/Soils	<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards/Hazardous Materials			
<input type="checkbox"/> Hydrology/Water Quality	<input type="checkbox"/> Land Use/Planning	<input type="checkbox"/> Mineral Resources			
<input type="checkbox"/> Noise	<input type="checkbox"/> Population/Housing	<input type="checkbox"/> Public Services			
<input type="checkbox"/> Recreation	<input type="checkbox"/> Transportation	<input type="checkbox"/> Tribal Cultural Resources			
<input type="checkbox"/> Utilities/Services Systems	<input type="checkbox"/> Wildfire	<input type="checkbox"/> Mandatory Findings of Significance			
Environmental Determination					

On the basis of this initial evaluation:

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

Date: 1/10/23

Signed: 

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>2.1 Aesthetics</b> <i>Except as provided in Public Resources Code Section 21099, would the project:</i>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a State Scenic Highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Environmental Evaluation

Would the project:

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

**No impact.** The General Plan does not designate any scenic vistas in the City, nor does it include a discussion of any scenic vistas or other important visual resources that are important to the City.<sup>7</sup> Additionally, the General Plan Environmental Impact Report (EIR) states, “Because the City’s topography is relatively flat and the City is densely developed, distant views are obstructed by existing development. Buildings (including existing residences) and the adjacent roadways are essentially the dominant visual elements in the City’s environment.”<sup>8</sup>

The project site and the surrounding area is characterized by flat topography and highly urbanized development. There are no significant scenic views from public thoroughfares and open spaces near the project site. Views of and within the project area are generally limited to adjacent roadways and structures. Views to the north, south, east, and west consist of adjacent developed land uses, including commercial, warehouse, and distribution buildings and roadways. Therefore, there are no scenic vistas. The proposed project would have no impact.

<sup>7</sup> City of Buena Park. 2010. Buena Park General Plan Chapter 6: Open Space and Recreation Element.

<sup>8</sup> City of Buena Park. 2010. Buena Park General Plan Environmental Impact Report.

**b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a State Scenic Highway?**

**No impact.** The California Department of Transportation (Caltrans) provides information regarding officially designated or eligible highways in the California Scenic Highway Program. According to Caltrans, there are no officially designated scenic highways within or adjacent to the project site. Accordingly, there are no designated trees, rock outcroppings or historic buildings within the highly urbanized vicinity of the project site. Additionally, there are no roadways near the project site that are eligible for scenic highway designation. The closest officially designated State Scenic Highways include a portion of SR-91, located more than 10 miles east of the project site. The nearest eligible State Highway is SR-57, which is located 7.5 miles northeast of the project site.<sup>9</sup> Because of the large distance between the project site and the designated portions of SR-57 and SR-91, these segments are not visible from the project site and construction and implementation of the proposed project would have no impact on State Scenic Highways. Therefore, the proposed project would have no impacts on trees, rock outcroppings, or 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 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 located in an urban setting characterized by commercial, warehouse, and distribution buildings, roadways, hotels, automobile sales centers, and multi-family residences. Views of the existing streetscape are characterized by buildings, roadways, traffic lights, streetlights, and landscaping. The City does not have General Plan or Municipal Code policies that regulate scenic quality that would be applicable to the proposed project. However, the proposed project would comply with the City's Ordinance No. 1558, which regulates the type of display shown on digital signs and limits the maximum allowable face size, display time, and brightness. Additionally, the proposed project would be required to comply with the Outdoor Advertising Act. As a result, the proposed project would not conflict with any zoning or other regulations. Therefore, the proposed project would have less than significant impacts in relation to consistency with local land use plans, policies, or regulations.

During construction, work areas may result in changes to the existing visual character of the site due to construction equipment and ground disturbance. However, these impacts to the visual character would be temporary. Operation of the proposed project would result in changes to the existing visual character of the site. However, the proposed project would not degrade the visual character of the project site because the billboard would be compatible with the existing land uses in the surrounding area. Therefore, impacts would be less than significant.

<sup>9</sup> California Department of Transportation (Caltrans). 2019. List of eligible and officially designated State Scenic Highways (XLSX). Website: [https://dot.ca.gov/-/media/dot-media/programs/design/documents/desig-and-eligible-aug2019\\_a11y.xlsx](https://dot.ca.gov/-/media/dot-media/programs/design/documents/desig-and-eligible-aug2019_a11y.xlsx). Accessed September 21, 2022.

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

**Less than significant impact.** Digital billboards rely on LED technology to display messages on a display screen, which would create a new source of light and would contribute to ambient nighttime illumination in the surrounding area. Lighting of the digital billboard sign would be required to make the message display visible to passing motorists.

As demonstrated in Appendix A and shown in Exhibit 7a through 7c, a Photometric Analysis and visual simulations were prepared to determine compliance with the Outdoor Advertising Association of America (OAAA) Lighting Level Guidelines and to determine the level of impacts on the surrounding community at nighttime. The study provides a conservative estimate based on a worst-case scenario of no ambient existing light at the project site. As determined in the Photometric Analysis, and in compliance with OAAA requirements, the proposed billboards would not produce any light levels in excess of 0.3 foot-candles beyond the 250-foot radius of the signs. As discussed in Appendix A, the proposed billboards would create a minor amount of light spill on two adjacent commercial areas; however, because the sign brightness would be reduced after dark to the 300 nit level in compliance with OAAA standards, these impacts would be considered negligible.

The proposed project would require approval of a sign permit and building permit, and would also be required to comply with the Outdoor Advertising Act, which requires that billboards shall be provided with an ambient light sensor and dimmer technology that automatically adjusts the brightness level to no more than 0.3 foot-candles above the level of surrounding ambient light conditions, as measured from a distance of 250 feet. Furthermore, the Outdoor Advertising Act requires that the billboards shall not create a hazard to public safety or provide an attractive nuisance, and shall not constitute a hazard to safe and efficient operation of vehicles. Although these restrictions have been imposed for traffic safety reasons, the resulting controls effectively regulate the operation of digital LED billboard signs to ensure that individual signs do not create a substantial new source of light or glare. Furthermore, the proposed project would comply with the City's Billboard Ordinance, which states that digital billboards shall not operate at brightness levels of more than 0.3 foot-candles above ambient light, as measured using a foot candle meter at a pre-set distance, and that billboards shall not create a hazard to public safety or provide an attractive nuisance.<sup>10</sup>

Therefore, compliance with the OAAA Lighting Level Guidelines, Outdoor Advertising Act, and the City's Billboard Ordinance and Ordinance No. 1558 would ensure that new sources of light from the billboards would not create a hazard to motorists by adversely affecting day or nighttime views. As such, impacts would be less than significant.

## Mitigation Measures

None required.

<sup>10</sup> City of Buena Park. 2015. Buena Park City Code Chapter 19.912.090 Billboard Signs. Website: [https://library.qcode.us/lib/buena\\_park\\_ca/pub/city\\_code/item/title\\_19-division\\_9-chapter\\_19\\_912-19\\_912\\_090](https://library.qcode.us/lib/buena_park_ca/pub/city_code/item/title_19-division_9-chapter_19_912-19_912_090). Accessed September 21, 2022.



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Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>2.2 Agriculture and Forestry Resources</b> <i>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 Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</i>				
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 nonagricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Environmental Evaluation

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 (DOC) as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board (ARB).

## Setting

The project site is currently an undeveloped vacant lot and is surrounded by sidewalks, major roadways, and highly urbanized areas. The California DOC Farmland Mapping and Monitoring Program (FMMP) produces maps that display farmland within the State. The FMMP confirms that the project site is classified as Urban and Built-Up Land.<sup>11</sup> There are no designated forest areas within the project site or its vicinity.

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 nonagricultural use?**

**No impact.** The project site is currently an undeveloped vacant lot surrounded by major roadways and highly urbanized areas. The General Plan designates the project site as Open Space,<sup>12</sup> and also identifies the site as Consolidated Redevelopment Project Area. Redevelopment plans adopted by the City are intended to revitalize and rehabilitate blighted and deteriorated areas, identified as redevelopment areas by the General Plan. Land assigned the Open Space designation is intended to remain as open space for purposes such as conservation and/or safety, as well as for recreational uses.<sup>13</sup> Finally, according to the FMMP, the project site is listed as Urban and Built-Up Land. As such, the proposed project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural use.

- b) **Conflict with existing zoning for agricultural use, or a Williamson Act Contract?**

**No impact.** As discussed above in Impact 2.2(a), the project site is designated as Open Space and is zoned ACSP. The Municipal Code and Zoning Ordinance permits for the agricultural use of horticultural production or plant nursery without sales in Open Space zones, and conditionally permits horticultural production or plant nursery with sales.<sup>14</sup> However, the 0.28-acre site upon which the proposed project would be located is not currently used for agricultural purposes, nor has it been in the past. The size and location of the project site are both unpractical for agricultural uses, and such uses are not in line with the intended land uses of the ACSP. The project site is not currently zoned for agricultural use and there are no active Williamson Act contracts pertaining to

<sup>11</sup> California Department of Conservation (DOC). 2016. California Important Farmland Finder. Website: <https://maps.conservation.ca.gov/DLRP/CIFF>. Accessed June 16, 2022.

<sup>12</sup> City of Buena Park. 2010. General Plan Chapter 2, Land Use and Community Design Element, Exhibit LU-1, General Plan Land Use Map. Website: [https://www.buenapark.com/Document\\_center/City%20Departments/Community%20development/Planning%20Division/General%20plan/2035%20General%20Plan/Chapter02.pdf](https://www.buenapark.com/Document_center/City%20Departments/Community%20development/Planning%20Division/General%20plan/2035%20General%20Plan/Chapter02.pdf). Accessed June 16, 2022.

<sup>13</sup> City of Buena Park. 2010. General Plan Chapter 2, Land Use and Community Design Element, Page 2-4, Buena Park Redevelopment Areas. Website: [https://www.buenapark.com/Document\\_center/City%20Departments/Community%20development/Planning%20Division/General%20plan/2035%20General%20Plan/Chapter02.pdf](https://www.buenapark.com/Document_center/City%20Departments/Community%20development/Planning%20Division/General%20plan/2035%20General%20Plan/Chapter02.pdf). Accessed June 16, 2022.

<sup>14</sup> City of Buena Park. 2015. Buena Park City Code 19.612.010 Uses. Website: [https://library.qcode.us/lib/buena\\_park\\_ca/pub/city\\_code/item/title\\_19-division\\_6-chapter\\_19\\_612-19\\_612\\_010](https://library.qcode.us/lib/buena_park_ca/pub/city_code/item/title_19-division_6-chapter_19_612-19_612_010). Accessed June 20, 2022.

the site, or any property within the City.<sup>15</sup> Therefore, the proposed project would not 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))?**

**No impact.** The City of Buena Park does not include a zoning designation for forest land, and there are no areas within the City that meet the definition of forest or timberland as defined by Public Resources Code Section 4526. Also, no forestry operations occur within the City.<sup>16</sup> Further, the project site is located in a highly urbanized area and is zoned as Open Space by the General Plan, precluding the presence of forest land or timberland land designations. Therefore, the proposed project would not conflict with existing zoning or cause rezoning of forest land or timberland.

- d) **Result in the loss of forest land or conversion of forest land to non-forest use?**

**No impact.** As discussed above in Impact 2.2(c), the City of Buena Park has no zoning designations for forest land and no areas within the City are classified as forest or timberland. Therefore, the project site and surrounding areas do not contain any forest land and implementation of the proposed project would not result in the loss of forest land or the conversion of forest land to non-forest use.

- e) **Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?**

**No impact.** The project site is located within a highly urbanized area that is designated as Urban and Built-Up Land by the FMMP. There is no existing farmland or forest land in the vicinity of the project site. As such, implementation of the proposed project would not result in changes in the existing environment which, due to their location or nature, could result in the conversion of farmland to nonagricultural use or the conversion of forest land to non-forest use.

## Mitigation Measures

No mitigation required.

<sup>15</sup> City of Buena Park. 2021. Draft Initial Study/Negative Declaration 2021-2029 Housing Element and Environmental Justice Element, Page 4-7. Website: [https://cms7files1.revize.com/buenaparkca/Document\\_center/City%20Departments/Community%20development/Planning%20Division/2021%20Housing%20Element%20Update/Draft%20Buena%20Park%20HUE%20EJ%20CEQA%20IS%20ND\\_11052021.pdf](https://cms7files1.revize.com/buenaparkca/Document_center/City%20Departments/Community%20development/Planning%20Division/2021%20Housing%20Element%20Update/Draft%20Buena%20Park%20HUE%20EJ%20CEQA%20IS%20ND_11052021.pdf). Accessed June 20, 2022.

<sup>16</sup> Ibid.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>2.3 Air Quality</b> <i>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.</i> <i>Would the project:</i>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors or) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Environmental Evaluation

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.

### Setting

The proposed project is located within the City of Buena Park, Orange County, which is within the South Coast Air Basin (SoCAB). The SoCAB includes all of Orange County, Los Angeles County (except for the Antelope Valley), the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County. The San Gabriel, San Bernardino, and San Jacinto Mountains bound the SoCAB on the north and east while the Pacific Ocean lies to the west of the SoCAB. The southern limit of the SoCAB is the San Diego County line. The SoCAB is under the jurisdiction of South Coast Air Quality Management District (SCAQMD).<sup>17</sup>

The air pollutants for which national and State standards have been promulgated and that are most relevant to air quality planning and regulation in the SoCAB include ozone, nitrogen oxides (NO<sub>x</sub>), carbon monoxide (CO), particulate matter, including dust, 10 micrometers or less in diameter (PM<sub>10</sub>), and particulate matter, including dust, 2.5 micrometers or less in diameter (PM<sub>2.5</sub>). In addition, toxic air contaminants (TACs) are of concern in the SoCAB. Each of these pollutants is briefly described below. Other pollutants that are regulated but not considered an issue in the project area are sulfur

<sup>17</sup> South Coast Air Quality Management District (SCAQMD). 2017. Air Quality Management Plan. Website: <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp>. Accessed May 24, 2022.

dioxide, vinyl chloride, sulfates, hydrogen sulfide, and lead; the proposed project would not emit substantial quantities of those pollutants, so they are not discussed further in this section.

Ozone is a gas that is formed when reactive organic gases (ROG), also known as volatile organic compounds (VOC), and NO<sub>x</sub>—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are conducive to its formation. Its effects can include the following: irritate respiratory system; reduce lung function; cause breathing pattern changes; reduce breathing capacity; inflame and damage cells that line the lungs; make lungs more susceptible to infection; aggravate asthma; aggravate other chronic lung diseases; cause permanent lung damage; cause some immunological changes; increase mortality risk; and cause vegetation and property damage.

CO is a colorless, odorless gas produced by the incomplete combustion of fuels. CO concentrations tend to be the highest during winter mornings, with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines—unlike ozone—and motor vehicles operating at slow speeds are the primary source of CO in the SoCAB, the highest ambient CO concentrations are generally found near congested transportation corridors and intersections. Potential health effects from CO ranges depending on exposure: slight headaches; nausea; aggravation of angina pectoris (chest pain) and other aspects of coronary heart disease; decreased exercise tolerance in persons with peripheral vascular disease and lung disease; impairment of central nervous system functions; possible increased risk to fetuses; and death.

PM<sub>10</sub> and PM<sub>2.5</sub> consist of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter, respectively. Some sources of particulate matter, like pollen and windstorms, are naturally occurring. However, in populated areas, most particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities. Health effects from short-term exposure (hours per days) can include the following: irritation of the eyes, nose, throat; coughing; phlegm; chest tightness; shortness of breath; aggravation of existing lung disease causing asthma attacks and acute bronchitis; those affected with heart disease can suffer heart attacks and arrhythmias. Health effects from long-term exposure can include the following: reduced lung function; chronic bronchitis; changes in lung morphology; and death.

TACs refer to a diverse group of air pollutants that can affect human health but have not had ambient air quality standards established for them. Diesel particulate matter (DPM) is a toxic air contaminant that is emitted from construction equipment and diesel-fueled vehicles and trucks. Some short-term (acute) effects of DPM exposure include eye, nose, throat, and lung irritation, coughs, headaches, light-headedness, and nausea. Studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems. Human studies on the carcinogenicity of DPM demonstrate an increased risk of lung cancer, although the increased risk cannot be clearly attributed to diesel exhaust exposure.



Construction and operation of the proposed project would be subject to applicable SCAQMD rules and requirements. The SCAQMD CEQA Guidelines were developed to assist local jurisdictions and lead agencies in complying with the requirements of CEQA regarding potentially adverse impacts to air quality.<sup>18</sup>

The General Plan and General Plan EIR set forth the following goals and policies related to reduce air pollutant emissions and air quality.<sup>19</sup>

**Goal CS-14** Effective reduction of emissions during construction activities.

**Policy CS-14.1** Ensure that construction activities follow current South Coast Air Quality Management District (SCAQMD) rules, regulations, and thresholds.

**Policy CS-14.2** Ensure all applicable best management practices are used in accordance with the SCAQMD to reduce emitting criteria pollutants during construction.

**Policy CS-14.3** Require all construction equipment for public and private projects comply with the ARB's vehicle standards. For projects that may exceed daily construction emissions established by the SCAQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD.

**Policy CS-14.4** Require project proponents to prepare and implement a Construction Management Plan, which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project by project basis, and should be specific to the pollutant for which the daily threshold is exceeded. Such control measures may include but not be limited to:

- Minimizing simultaneous operation of multiple construction equipment units.
- Implementation of SCAQMD Rule 403, Fugitive Dust Control Measures.
- Watering the construction area to minimize fugitive dust.
- Require that off-road diesel-powered vehicles used for construction shall be new low emission vehicles, or use retrofit emission control devices, such as diesel oxidation catalysts and diesel particulate filters verified by the ARB.
- Minimizing idling time by construction vehicles.

Would the project:

a) **Conflict with or obstruct implementation of the applicable air quality plan?**

<sup>18</sup> South Coast Air Quality Management District (SCAQMD). 2022. Air Quality Analysis Handbook. Website: <https://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook>. Accessed February 22, 2022.

<sup>19</sup> City of Buena Park. 2010. 2035 General Plan. [https://www.buenapark.com/city\\_departments/community\\_development/planning\\_division/general\\_plan.php#outer-544](https://www.buenapark.com/city_departments/community_development/planning_division/general_plan.php#outer-544). Accessed February 22, 2022.

**Less than significant impact.** The 2016 Air Quality Management Plan (AQMP) is the current applicable regional Air Quality Plan (AQP) of SCAQMD. The primary goals of the AQP are to protect public health and protect the climate. The 2016 AQMP includes the integrated strategies and measures needed to meet the National Ambient Air Quality Standards (NAAQS). Furthermore, the 2016 AQMP demonstrates attainment of the 1-hour and 8-hour ozone NAAQS as well as the latest 24-hour and annual PM<sub>2.5</sub> standards.<sup>20</sup>

Because the proposed project does not involve population or employment growth, determining consistency with the 2016 AQMP involves assessing whether applicable control measures contained in the 2016 AQMP are implemented and whether implementation of the proposed project would disrupt or hinder implementation of AQP control measures. While none of the control measures contained in the 2016 AQMP are applicable to the operation of electronic billboards, all projects within SCAQMD's jurisdiction are required to implement Rule 403 as the Best Available Control Measures (BACM) during construction activities. As discussed in Impact 2.3(b), the proposed project would implement all BACMs consistent with Rule 403 during construction activities and would be consistent with the assumptions in the AQMP. Furthermore, the proposed project would not include any special features that would disrupt or hinder implementation of the AQMP control measures. Therefore, the proposed project would not conflict with or obstruct implementation of the 2016 AQMP. This impact would be less than significant.

**b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?**

**Less than significant impact.** The SCAQMD's thresholds of significance represent the allowable amount of emissions a project can generate without generating a cumulatively considerable contribution to regional air quality impacts. Therefore, a project that would not exceed the SCAQMD thresholds of significance on a project level also would not be considered to result in a cumulatively considerable contribution to these regional air quality impacts. The region is nonattainment for the federal and State ozone standards, nonattainment for the federal and State PM<sub>2.5</sub> standards, and nonattainment for State PM<sub>10</sub> standards. Impacts related to construction and operations of the proposed project are addressed separately below.

### **Construction Emissions**

Emissions from construction-related activities are generally short-term in duration but may still cause adverse air quality impacts. The proposed project would generate emissions from construction equipment exhaust, worker travel, and fugitive dust. These construction emissions include criteria air pollutants and precursors from the operation of heavy construction equipment. As discussed below, the proposed project's construction emissions would not exceed any significance threshold adopted for this project. Therefore, the proposed project would have a less than significant contribution to cumulative impacts during construction.

<sup>20</sup> South Coast Air Quality Management District (SCAQMD). 2017. Air Quality Management Plan. Website: <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp>. Accessed February 3, 2022.

### Construction Fugitive Dust

The SCAQMD requires all development projects to implement Rule 403—Fugitive Dust in order to ensure that construction-related fugitive dust emissions are considered less than significant. Compliance with this rule is achieved through the application of BACMs. For example, some BACMs that would be required include watering active construction sites three times daily, applying nontoxic chemical soil stabilizers to inactive construction areas, and suspending all grading activities when wind speeds exceed 25 mph. These required measures would help to reduce potential fugitive dust emissions associated with construction activities for the proposed project.

### Construction: VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>

Construction emissions were estimated for the activities associated with the installation of the proposed new digital billboard. Based on applicant-provided information, it is expected that construction of the proposed project would be completed within 2 weeks. The construction schedule used to estimate emissions is shown in Table 1. The off-road construction equipment list is shown by construction phase in Table 2. The exhaust emissions generated by construction equipment are based on the hours of operation, horsepower, and load factors of the equipment. The duration of construction activity and associated equipment represent a reasonable approximation of the expected construction fleet as required by CEQA Guidelines. The number of off-site trips assumed to occur during construction of the proposed project is shown in Table 3, in which additional trips were included to account for the transport of material for the construction of billboards.

**Table 1: Combined Construction Schedule**

Phase	Start Date	End Date	Days in Week	Number of Days
Site Preparation	06/01/2022	06/01/2022	5	1
Grading	06/02/2022	06/02/2022	5	1
Utility Line Trenching	06/03/2022	06/03/2022	5	1
Building Construction	06/08/2022	06/09/2022	5	2
Coating	06/10/2022	06/10/2022	5	1

**Note:**

For the purposes of this analysis, construction was assumed to begin in June 2022 and to be completed over approximately 6 days. This schedule represents a conservative assumption, because if construction moves to later years, construction emissions would likely decrease because of improvements in technology and more stringent regulatory requirements as older, less efficient equipment is replaced by newer and cleaner equipment.

Source: CalEEMod Output (see Appendix A).

**Table 2: Construction Equipment Assumptions**

Activity	Equipment	Amount	Hours per Day	Horsepower	Load Factor
Site Preparation	Bore/Drill Rigs	1	4	221	0.5
	Cranes	1	4	231	0.29
	Graders	1	8	187	0.41
	Tractors/Loaders/Backhoes	1	8	97	0.37
Grading	Graders	1	6	187	0.41
	Rubber Tired Dozers	1	6	247	0.4
	Tractors/Loaders/Backhoes	1	7	97	0.37
Utility Line Trenching	Trenchers	1	4	78	0.5
Building Construction	Cranes	1	8	231	0.29
	Forklifts	2	6	89	0.2
	Tractors/Loaders/Backhoes	2	8	97	0.37
Coating	Air Compressors	1	6	78	0.48
	Cranes	2	8	231	0.29

Source: CalEEMod Output (see Appendix A).

**Table 3: Combined Construction Off-site Trips**

Construction Phase	Construction Trips		
	Worker Trips per Day	Vendor Trips per Day	Total Haul Trips
Site Preparation	10	2	0
Grading	3	2	8
Utility Line Trenching	8	0	0
Building Construction (installation of the billboards)	10	2	0
Architectural Coating	10	2	0

Source: Source: CalEEMod Output (see Appendix A).

The proposed project's maximum daily construction emissions are shown and compared with the significance thresholds in Table 4 .

**Table 4: Unmitigated Maximum Daily Construction Emissions**

Construction Year	Regional Pollutant Emissions (pounds per day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Summer</b>						
Overall Project Construction	1.89	13.36	8.46	0.02	3.16	1.71
<b>Winter</b>						
Overall Project Construction	1.89	13.41	8.44	0.02	3.16	1.71
<b>Maximum Daily Emissions</b>	1.89	13.41	8.46	0.02	3.16	1.71
Year	2023	2022	2022	2022	2022	2022
Season	Summer	Summer	Summer	Same	Summer	Summer
<b>SCAQMD Significance Threshold</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Notes: CO = carbon monoxide NO <sub>x</sub> = nitrogen oxides PM <sub>10</sub> = particulate matter less than 10 microns in diameter PM <sub>2.5</sub> = particulate matter less than 2.5 microns in diameter SO <sub>x</sub> = sulfur oxides VOC = volatile organic compounds The PM <sub>10</sub> and PM <sub>2.5</sub> emissions reflect the combined exhaust and mitigated fugitive dust emissions in accordance with SCAQMD Rule 403. Source of Table: Appendix A.						

As shown in Table 4, the combined construction emissions from all components of the proposed project would be below the recommended thresholds of significance. Therefore, project construction would result in a less than significant impact.

### **Operational Emissions**

The proposed project would generate operational emissions principally from vehicle traffic due to maintenance vehicles accessing the site. The following analysis relates to localized and regional criteria pollutant impacts. Emissions resulting from various aspects of the proposed project are discussed separately below.

#### **Operations: VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>**

The SCAQMD has developed operational emission thresholds as shown in Table 5. If the thresholds are met by a proposed project, then the Lead Agency or applicant would not need to perform a detailed air quality assessment of their project's air pollutant emissions. For the proposed project, the operation would be limited to three electronic billboards and infrequent maintenance trips to the project site. The proposed project's operational use as a billboard would not generate emissions during operations because billboards only require electricity that would be generated at off-site sources. Although, the infrequent maintenance trips would generate operational emissions from



passenger vehicle trips to the project site, these trips would be so infrequent that vehicle trips would not generate significant emissions. As such, operation of the proposed project would entail significantly less emissions than all the thresholds shown in Table 5. Accordingly, operational criteria pollutant emissions would not be anticipated to exceed the recommended thresholds of significance. Therefore, the proposed project's long-term operational impacts would be less than significant.

**Table 5: SCAQMD Operational Air Quality Significance Thresholds (lbs/day)**

Pollutants	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Operational Thresholds (lbs/day)	55	55	550	150	150	55
Notes: CO = carbon monoxide NO <sub>x</sub> = nitrogen oxides PM <sub>10</sub> = particulate matter less than 10 microns in diameter PM <sub>2.5</sub> = particulate matter less than 2.5 microns in diameter SO <sub>x</sub> = sulfur oxides VOC = volatile organic compounds						

**c) Expose sensitive receptors to substantial pollutant concentrations?**

**Less than significant impact.** This impact evaluates the potential for the proposed project's construction and operational emissions to expose sensitive receptors to substantial pollutant concentration. Sensitive receptors are defined as those individuals who are sensitive to air pollution including children, the elderly, and persons with pre-existing respiratory or cardiovascular illness. For purposes of CEQA, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities.<sup>21</sup> For the proposed project, the closest off-site sensitive receptor is an apartment complex located approximately 390 feet north of the project boundary.

To result in a less than significant impact, the following criteria must be true:

- **Criterion 1:** Localized significance threshold (LST) assessment: emissions and air quality impacts during project construction or operation must be below the applicable LSTs to screen out of needing to provide a more detailed air quality analysis. If the proposed project exceeds any applicable LST when the mass rate lookup tables are used as a screening analysis, then project-specific air quality modeling may be performed to determine significance.
- **Criterion 2:** A CO hotspot assessment must demonstrate that the project would not result in the development of a CO hotspot that would result in an exceedance of the CO ambient air quality standards.

<sup>21</sup> South Coast Air Quality Management District (SCAQMD). 2008. Final Localized Significance Threshold Methodology. Revised July 2008. Website: <http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>. Accessed January 26, 2022.

- **Criterion 3:** TAC analysis must demonstrate that the project would not result in significant health risk impacts to sensitive receptors during construction.
- **Criterion 4:** TAC analysis must demonstrate that TAC emissions from sources external to the project would not result in significant health risk impacts to the new on-site sensitive receptors.

### **Criterion 1: Localized Significance Threshold Analysis—Criteria Pollutants**

The localized construction and operational analyses use thresholds (i.e., LSTs) that represent maximum emissions for a project that would not cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standard.<sup>22</sup>

#### *Localized Construction Analysis*

The LST Methodology only applies to on-site emissions and states that “off-site mobile emissions from the project should not be included in the emissions compared to LSTs.” Therefore, for purposes of the construction LST analysis, only on-site emissions and construction vehicles trips within 0.25 mile of the project site were calculated and compared with the applicable LSTs.

Table 6 presents the proposed project’s maximum daily on-site emissions compared with the applicable LSTs. As described previously, the closest sensitive receptor to the project site boundary is 390 feet away, which is 119 meters. The LSTs have been obtained from the LST Methodology for 1-acre project sites located in SRA 16, North Orange County, with sensitive receptors within 25 meters as an conservative estimate. As noted in Table 6, emission estimates account for implementation of SCAQMD Rule 403.

**Table 6: Construction Localized Significance Screening Analysis**

Activity	On-site Emissions (pounds per day)			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Maximum Daily On-site Construction Emissions</b>	13.33	8.17	3.06	1.68
<b>Localized Significance Thresholds (SRA 16, 1-acre site, 25 meter distance to receptor)</b>	<b>103</b>	<b>522</b>	<b>4</b>	<b>3</b>
<b>Exceeds Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Notes: NO <sub>x</sub> = oxides of nitrogen CO = carbon monoxide PM <sub>10</sub> = particulate matter less than 10 microns in diameter PM <sub>2.5</sub> = particulate matter less than 2.5 microns in diameter The PM <sub>10</sub> and PM <sub>2.5</sub> emissions reflect the combined exhaust and controlled fugitive dust emissions in accordance with SCAQMD Rule 403. Source of emissions: Appendix A. Source of thresholds: SCAQMD Mass Rate Lookup Tables for 1-acre site in SRA 16 for sensitive receptors located 25 meters from the project site.				

<sup>22</sup> South Coast Air Quality Management District (SCAQMD). 2009. Final Localized Significance Threshold Methodology, Appendix C. Revised October 21, 2009. Website: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>. Accessed February 1, 2022.

The project would generate TACs, such as DPM, during construction due to the use of off-road construction equipment. DPM is represented as exhaust emissions of PM<sub>2.5</sub> and PM<sub>10</sub>. As shown in Table 6, project construction would emit at most 1.68 and 3.06 pounds per day of on-site PM<sub>2.5</sub> and PM<sub>10</sub>, which would not exceed the SCAQMD's localized significance thresholds for PM<sub>2.5</sub> and PM<sub>10</sub> and would not be expected to result in concentrations that could exceed ambient air quality standards or contribute substantially to an existing exceedance of an ambient air quality standard. Therefore, construction of the proposed project would not result in significant emissions of TACs. Impacts relating to Criterion 1 would be less than significant.

### **Criterion 2: Project CO Hotspot Assessment**

As discussed in Criterion 2 and Impact 2.3(b), the operation of the proposed project would be limited to three electronic billboards and infrequent maintenance trips to the project site. As such, operation of the proposed project would not generate significant, consistent vehicle trips that would lead to an exceedance of any thresholds, including CO emissions thresholds.

Furthermore, none of the intersections near the project site would have peak-hour traffic volumes exceeding those at the intersections modeled in the 2003 AQMP. Additionally, the adjacent roadways are not located in an area where vertical or horizontal atmospheric mixing is substantially limited, such as a tunnel or overpass. Furthermore, there are no factors unique to the local meteorology to conclude that this intersection would yield higher CO concentrations if modeled in detail. Therefore, the operational CO impact would be less than significant.

### **Criterion 3: TAC Impact to Sensitive Receptors**

The closest off-site sensitive receptor is an apartment complex located approximately 390 feet north of the project boundary. The proposed project would entail the operation of three LED billboards, which would not generate operational localized emissions. Maintenance would involve infrequent trips to the sites, usually involving only one light-duty vehicle. As discussed in Criterion 1 and Impact 2.3(b), the emissions during construction and operation would not exceed the SCAQMD's significance thresholds for PM<sub>2.5</sub> and PM<sub>10</sub> and would not be expected to result in concentrations that could exceed ambient air quality standards or contribute substantially to an existing exceedance of an ambient air quality standard. Therefore, the proposed project would not expose sensitive receptors to substantial TAC concentrations during operation or result in localized emissions that, when combined with background emissions, would result in exceedance of any health-based air quality standard. Impacts relating to Criterion 3 would be less than significant.

### **Criterion 3: TAC Impact to on-site Sensitive Receptors**

The proposed project would not include any sensitive land use, such as a residential use. Therefore, no external TAC impact to on-site sensitive receptors would occur.

- d) Result in other emission (such as those leading to odors) adversely affecting a substantial number of people?**

**Less than significant impact.** The proposed project would not be a source of other emissions, such as those leading to odors, during operations. During construction, a limited number of diesel engines

would be operating on the project site for limited durations. Diesel exhaust and VOCs from these diesel engines would be emitted during construction of the proposed project, which are objectionable to some; however, the duration of construction activities is expected to be very short (6 days), emissions would disperse rapidly from the project site, and diesel exhaust odors would be consistent with existing vehicle odors in the area. Considering this information, construction and operation of the proposed project would not create other emissions or odors adversely affecting a substantial number of people; impacts would be less than significant.

## **Mitigation Measures**

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>2.4 Biological Resources</b> <i>Would the project:</i>				
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 United States Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Environmental Evaluation

### Setting

FirstCarbon Solutions (FCS) Biologists conducted a thorough desktop analysis of the project site. Prior to the desktop level survey, FCS biologists reviewed the United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) system; as well as the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDDB); and the California Native Plant Society (CNPS) Electronic Inventory (CNPSEI) of Rare and Endangered Vascular



Plants of California database for the Los Alamitos, California, USGS 7.5-minute Topographic Quadrangle Map and the eight surrounding quadrangles (Appendix C).<sup>23,24,25</sup> FCS Biologists also reviewed United States Environmental Protection Agency (EPA) Watershed Assessment, Tracking and Environmental Results System (WATERS), the USFWS National Wetlands Inventory and aerial photography to identify potential drainage features and water bodies.<sup>26,27</sup> Other available resources pertaining to local and regional policies, such as the Municipal Code were reviewed as well.

The habitat present within the approximately 0.28-acre project site can be categorized as Urban/Developed. This habitat type is classified as areas that have been constructed upon or otherwise physically altered to an extent that native vegetation is no longer supported and retains no soil substrate. Developed land is characterized by permanent or semi-permanent structures, pavement, or hardscape, and landscaped areas that often require irrigation.

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 United States Fish and Wildlife Service?**

**Less than significant impact.** The project site is in a fully developed setting in the City of Buena Park and therefore contains no native habitat. According to the CNDDDB, nine sensitive wildlife species and six sensitive plant species have the potential to occur within 1 mile of the project area.<sup>28</sup> Each species recorded in the CNDDDB search and its potential to occur are discussed in Table 1 and Table 2 located in Appendix C. Because of the highly developed nature of the project site and surrounding areas, the probability of sensitive species occurring within the project site is low. No designated protected species under the Endangered Species Act or California Species of Special Concern have been known to occur on-site. However, the project site and vicinity do contain planted trees providing marginal nesting habitat potentially disturbed by construction activities. The Migratory Bird Treaty Act (MBTA) requires that for construction work during the nesting season (February 15 through August 31), certain measures are to be implemented, including pre-construction surveys and nest protection buffers to avoid disturbing active nests. Compliance with the MBTA would ensure that impacts from construction activities on migratory birds would be less than significant. Operation of the proposed project would provide additional illumination of the project area. The

<sup>23</sup> United States Fish and Wildlife Service (USFWS). 2021. Information for Planning and Consultation (IPaC). Website: <https://ecos.fws.gov/ipac/>. Accessed November 8, 2021.

<sup>24</sup> California Department of Fish and Wildlife (CDFW). 2021. California Natural Diversity Database (CNDDDB) RareFind 5 California Natural Diversity Database Query for Special-Status Species. Website: <https://map.dfg.ca.gov/rarefind/view/RareFind.aspx>. Accessed November 8, 2021.

<sup>25</sup> California Native Plant Society (CNPS). 2021. California Native Plant Society Rare and Endangered Plant Inventory. Website: <http://www.rareplants.cnps.org/>. Accessed November 8, 2021.

<sup>26</sup> United States Environmental Protection Agency (EPA). 2021. Watershed Assessment, Tracking and Environmental Results System (WATERS). Website: <https://www.epa.gov/waterdata/waters-watershed-assessment-tracking-environmental-results-system>. Accessed November 8, 2021.

<sup>27</sup> United States Fish and Wildlife Service (USFWS). 2021. National Wetlands Inventory: Wetlands Mapper. <https://www.fws.gov/wetlands/data/Mapper.html>. Accessed November 8, 2021.

<sup>28</sup> California Department of Fish and Wildlife (CDFW). 2021. Biogeographic Information and Observation System (BIOS 5). Website: <https://map.dfg.ca.gov/bios/>. Accessed November 8, 2021.

project site is within a dense urbanized area and adjacent to a highly traveled transportation corridor and is subject to high levels of illumination under current conditions. The addition of light from the proposed project would not substantially increase the ambient light in the project area and there are no identified sensitive species on-site. Therefore, the impact during both construction and operation would be less than significant.

**b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?**

**No Impact.** The area surrounding the potential project site is fully developed. There is no riparian habitat or other sensitive ecological communities located within the affected area. The nearest riparian habitat to project site can be found along Brea Creek, which is a principal tributary of Coyote Creek, both located approximately 0.3 mile north of the project site.<sup>29,30</sup> Therefore, no significant impacts are anticipated.

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

**No impact.** The project site occurs in an urban developed area in the City of Buena Park. No State or federally protected wetlands are located on or near the project site. The nearest mapped jurisdictional waterbody is Brea Creek, which is a principal tributary of Coyote Creek, both located approximately 0.3 mile north of the project site.<sup>31,32</sup> However Therefore, the proposed project would not impact federally protected wetland habitat.

**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 wildlife nursery sites?**

**Less than significant impact.** The digital LED billboard will be constructed within an existing developed parcel of land located between Firestone Boulevard and Artesia Boulevard adjacent to I-5. The digital LED billboard would not restrict or close any wildlife habitat corridors or disturb any native habitat. The project site is fully paved with landscaped ornamental vegetation found throughout. The proposed digital LED billboard would not occupy any sensitive habitat areas or interfere with the movement of any native, resident or migratory wildlife species. No riparian habitat occurs on the project site; therefore, the project would not interfere with any fish populations. Furthermore, no native wildlife nurseries occur on the project site. Native avian species may occupy urban sites; however, as a general standard condition the project will comply with the MBTA and

<sup>29</sup> United States Environmental Protection Agency (EPA). 2021. Watershed Assessment, Tracking and Environmental Results System (WATERS). Website: <https://www.epa.gov/waterdata/waters-watershed-assessment-tracking-environmental-results-system>. Accessed November 8, 2021.

<sup>30</sup> United States Fish and Wildlife Service (USFWS). 2021. National Wetlands Inventory: Wetlands Mapper. <https://www.fws.gov/wetlands/data/Mapper.html>. Accessed November 8, 2021.

<sup>31</sup> Ibid.

<sup>32</sup> Ibid.

Section 3503 of the California Fish and Wildlife Code, which regulates vegetation removal during nesting season. Additionally, compliance with existing Municipal Code regulations would further ensure disturbance to nesting avian species would be less than significant. Therefore, the proposed project would have a less than significant impact.

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

**No impact.** Municipal Code, Title 12, describes the City's Tree Preservation Ordinance, which protects trees along public highways, parks, and public places.<sup>33</sup> Trees within private developments would not be subject to comply with the City's Tree Ordinance. Local policies protecting trees would not apply to the landscaped areas on the project site. In addition, biological resources on-site include non-native trees and shrubs. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources such as a tree preservation policy or ordinance. As such, 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 proposed project would occupy a previously developed parking area where no native habitat occurs. The proposed project is located within the boundaries of the Orange County Transportation Authority (OCTA) Native Community Conservation Plan (NCCP)/Habitat Conservation Plan (HCP).<sup>34</sup> However, the proposed project would not be subject to this NCCP/HCP, as it only applies to transportation infrastructure projects in Orange County. The proposed project would not be subject to any HCP or NCCP. Therefore, the proposed project would not conflict with the provisions of any adopted HCP, NCCP or other approved local, regional or State HCP.

## Mitigation Measures

No mitigation required.

<sup>33</sup> City of Buena Park. 2021. Municipal Code. Title 12 Streets, Sidewalks and Public Property. Website: <https://qcode.us/codes/buenapark/>. Accessed November 19, 2021

<sup>34</sup> California Department of Fish and Wildlife (CDFW). 2021. NCCP Plan Summaries. Website: <https://wildlife.ca.gov/Conservation/Planning/NCCP/Plans>. Accessed November 8, 2021.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>2.5 Cultural Resources and Tribal Cultural Resources</b>				
<i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</i>				
d) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Environmental Evaluation

### Setting

This section describes the existing cultural resources setting and potential effects from project implementation on the project site and its surrounding area. Descriptions and analysis in this section are based on information provided by the California Native American Heritage Commission (NAHC), South Central Coastal Information Center (SCCIC), National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), California Historic Landmarks list, California Points of Historical Interest list, Built Environmental Research Directory (BERD), and the California Historical Resources Inventory. Non-confidential records search results and other correspondence are included in Appendix D.

## South Central Coastal Information Center

A records search and literature review were conducted on January 14, 2022, at the SCCIC located at California State University, Fullerton, for the project site and a 0.5-mile radius surrounding it. The purpose of this review was to access existing cultural resource survey reports, archaeological site records, historic aerial photographs, and historic maps and evaluate whether any previously documented prehistoric or historic archaeological sites, architectural resources, cultural landscapes, or other resources exist within or near the project site.

The results from the records search indicate that there are three historic resources recorded within the 0.5-mile search radius, none of which is located within the project boundaries. In addition, 15 area-specific survey reports are on file with the SCCIC, none of which applies to the project site, suggesting that the project site has not been previously surveyed for cultural resources. A records search map identifying the project boundaries and a 0.5-mile search radius along with relevant non-confidential records search results can be found in Appendix D.

## Pedestrian Survey and Site Visit

On January 28, 2022, FCS Staff Archaeologist Kweku A. Williams, MA, conducted a pedestrian survey for unrecorded cultural resources at the project site. The survey covered the subject property when possible, beginning in the southern portion of the project site and moving north, using north-south transects spaced at 15-meter intervals. The project site is an overgrown semi-desert area with local vegetation scattered throughout the project site. Soil visibility was not possible due to the area being covered in red gravel. The southern boundary of the project site is bordered by Artesia Boulevard, which is a major road leading to I-5 on the western side of the project boundary and by Firestone Boulevard to the north and east. The area is littered with modern debris due to the close proximity to I-5.

Survey conditions were documented using digital photographs and field notes. During the survey, Mr. Williams examined all areas of the exposed ground surface for prehistoric artifacts (e.g., fire-affected rock, milling tools, flaked stone tools, tool-making debris, ceramics), soil discoloration and depressions that might indicate the presence of a cultural midden, faunal and human osteological remains, and features indicative of the former presence of structures or buildings (e.g., postholes, standing exterior walls, foundations) or historic debris (e.g., glass, metal, ceramics). All areas of the project site were closely inspected for culturally modified soils or other indicators of potential historic or prehistoric resources. No historic or prehistoric cultural resources or raw materials commonly used in the manufacture of tools (e.g., obsidian, Franciscan chert) were observed. The surface was littered with modern debris and garbage. Photographs from the pedestrian survey can be found in Appendix D.

## Native American Heritage Commission

On October 20, 2021, FCS contacted the NAHC to determine whether any sacred sites were located within the project site or its vicinity. A response was received on November 30, 2021, indicating that the Sacred Lands File search produced positive results for Native American cultural resources in the project site. The NAHC included a list of 17 tribal representatives that may offer additional



information regarding the project site. To ensure that all Native American knowledge and concerns over potential Tribal Cultural Resources (TCRs) that may be affected by the proposed project are addressed, a letter containing project information was sent to each tribal representative on December 2, 2021. As of this date, no responses have been received from the tribal representatives. NAHC correspondence and copies of the NAHC letters can be found in Appendix D.

## Cultural Resources

Would the project:

**a) Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5?**

**No Impact.** CEQA Guidelines Section 15064.5 defines “historical resources” as resources listed in the CRHR, a local register, determined significant by the Lead Agency, or determined to be eligible by the California Historical Resources Commission for listing in the CRHR. The criteria for eligibility are generally set by the National Historic Preservation Act of 1966, which established the NRHP, and which recognizes properties that are significant at the federal, State, and local levels. To be eligible for listing in the NRHP and CRHR, a district, site, building, structure, or object must possess integrity of location, design, setting, materials, workmanship, feeling, and association relative to American history, architecture, archaeology, engineering, or culture. In addition, unless the property possesses exceptional significance, it must be at least 50 years old to be eligible.

The results of the SCCIC record search indicated that there are three historic resources recorded within a 0.5-mile radius of the project area, none of which is located in the project site itself. No additional unrecorded historical resources were found during the pedestrian survey of the project site. FCS therefore considers the potential for the proposed project to have an adverse effect on historical resources to be low.

While unlikely, subsurface construction activities always have the potential to destroy or damage previously undiscovered historical resources. Historic resources can include wood, stone, foundations, and other structural remains; debris-filled wells or privies; and deposits of wood, glass, ceramics, and other refuse. Accordingly, implementation of MM CUL-1 would reduce potential impacts to historic resources that may be discovered during project construction to no impact level.

**b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?**

**Less than significant impact.** Section 15064.5 of the CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources, as discussed above, or resources that constitute unique archaeological resources. A project-related significant adverse effect could occur if a project were to affect archaeological resources that fall under either of these categories.

The records search conducted at the SCCIC for the project site and its 0.5-mile surrounding radius, identify three historic resources, none of which are prehistoric. In addition, the results of the

pedestrian survey did not locate or identify any prehistoric or historic resources. Nevertheless, it is possible that earthmoving activities associated with project construction could encounter previously undiscovered archaeological resources. Archaeological resources can include but are not limited to stone, bone, wood or shell artifacts or features, including hearths and structural elements. Damage or destruction of these resources would be a potentially significant impact. In the unanticipated event archaeological resources are identified during excavation, resources would be treated consistent with federal, State, and local guidelines, including Public Resources Code Section 21083 and CEQA Guidelines Section 15064.5. Compliance with existing regulations would result in a less than significant impact.

**c) Disturb any human remains, including those interred outside of formal cemeteries?**

**Less than significant impact.** No human remains or cemeteries are known to exist within or near the project site. Although human remains within the project site are unlikely, there is always the possibility that earthmoving activities associated with project construction could potentially damage or destroy previously undiscovered human remains. This would be a potentially significant impact.

In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5, Health and Safety Code Section 7050.5, and Public Resources Code Sections 5097.94 and 5097.98 must be followed. Compliance with these guidelines and statutes would ensure that impacts related to human remains would be less than significant.

**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:

**d) 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**

**Less than significant impact.** The records search conducted at the SCCIC, which included a search of the CRHR, did not identify any listed or eligible TCRs that would be adversely affected by the proposed project. Additionally, the pedestrian survey conducted by FCS on October 6, 2021, failed to identify any TCRs. However, the NAHC SLFs produced a positive result for TCR's in the project vicinity and included a list of 17 tribal representatives that may offer additional information regarding the proposed project. Should any undiscovered TCRs be encountered during project construction, the proposed project would be required to comply with Public Resources Code Section 21083 and CEQA Guidelines Section 15064.5. Impacts would be less than significant.

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

**Less than significant impact.** FCS mailed notices containing a project map and information to all the tribes identified by the NAHC who are geographically, traditionally, and culturally affiliated with the project area on December 2, 2022. The City of Buena Park initiated AB 52 notification letters on September 26, 2022 to two tribes, the Juaneño Band of Mission Indians, Acjachemen Nation – Belardes and Gabrieleño/Tongva San Gabriel Band of Mission Indians. No responses were received. All NAHC and tribal correspondence are provided in Appendix D.

### Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>2.6 Energy</b> <i>Would the project:</i>				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Environmental Evaluation

### Setting

Energy use, especially through fossil fuel consumption and combustion, relates directly to environmental quality since it can adversely affect air quality and generate greenhouse gas (GHG) emissions that contribute to climate change. Electrical power is generated through a variety of sources, including fossil fuel combustion, hydropower, wind, solar, biofuels, and others. Natural gas is widely used to heat buildings, prepare food in restaurants and residences, and fuel vehicles, among other uses. Fuel use for transportation is related to the fuel efficiency of cars, trucks, and public transportation; choice of different travel modes such as auto, carpool, and public transit; and miles traveled by these modes, and generally based on petroleum-based fuels such as diesel and gasoline. Electric vehicles may not have any direct emissions but do have indirect emissions via the source of electricity generated to power the vehicle. Construction and routine operation and maintenance of transportation infrastructure also consume energy. SCE provides electricity to the project site.

The General Plan sets forth the following goals and policies to reduce energy consumption and GHG emissions.<sup>35</sup>

**Goal CS-23** Incentives aimed at reducing unnecessary energy and water consumption are implemented.

**Policy CS-23.1** Encourage exceeding the California Title 24 energy efficiency measures, using alternative energy sources such as solar panels, providing alternative transportation vehicles with fueling stations such as electrical fueling stations, and easy access to existing public transportation nodes in future developments.

<sup>35</sup> City of Buena Park. 2010. 2035 General Plan.  
[https://www.buenapark.com/city\\_departments/community\\_development/planning\\_division/general\\_plan.php#outer-544](https://www.buenapark.com/city_departments/community_development/planning_division/general_plan.php#outer-544).  
Accessed February 22, 2022.

- Policy CS-23.2** Encourage green building techniques efforts in single-family homes as well as in municipal, commercial, mixed use, or multi-family residential projects.
- Policy CS-23.3** Encourage and create incentives for green building techniques in existing building retrofits as well as new buildings.
- Policy CS-23.4** Emphasize design for water conservation as part of a project’s green building efforts.
- Policy CS-23.5** Utilize Low Impact Design (LID) features, including infiltration of stormwater. The Use of LID should not interfere with the City’s goals of infill development and appropriate densities.
- Policy CS-23.7** Incorporate a “lifecycle costing” approach into City purchasing considerations that takes into account long-term cost savings from energy efficient products.
- Policy CS-23.8** Require new development to incorporate measures that reduce energy use through solar orientation by taking advantage of shade, prevailing winds, landscaping, and sun screens.
- Policy CS-23.9** Provide expedited permit processing for new construction or substantial remodels that exceed Title 24 requirements by at least 20 percent.

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.** A discussion of the proposed project’s energy use is presented below. Energy use consumed by the proposed project is primarily based on comparison with similar electronic billboard development projects and empirical studies which are publicly available. For the purpose of this energy analysis, the anticipated operational electricity consumption relies on information provided by the applicant. Energy calculations and supporting information are included as part of Appendix B of this Draft IS/ND.

### **Construction**

During construction, the proposed project would result in energy consumption through the combustion of fossil fuels in construction vehicles, worker commute vehicles, and construction equipment, and the use of electricity for temporary buildings, lighting, and other sources. No natural gas would be utilized as part of construction. Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during demolition, grading, paving, and building construction activities. The types of equipment could include gasoline- and diesel-powered construction and transportation equipment, including trucks, bulldozers, frontend loaders, forklifts, and cranes. Other equipment could include electrically driven equipment such as pumps and other tools.

Based on CalEEMod estimates for the proposed project, (see modeling output files in Appendix B), construction-related worker and hauling vehicle trips would consume an estimated 55 gallons of diesel and gasoline, combined, and construction-related equipment would consume an estimated 351 gallons of diesel and gasoline, combined, during project construction. Additionally, single-wide mobile office trailers, generally ranging in size from 160 square feet to 720 square feet, are commonly used in construction staging areas. The use of a 720-square-foot construction trailer would consume approximately 160 kilowatt-hours (kWh) during the 6-day construction schedule (see Appendix B for calculations).

Limitations on idling of vehicles and equipment and requirements that equipment be properly maintained would result in fuel savings. California Code of Regulations Title 13, Sections 2449(d)(3) and 2485 limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. In addition, given the cost of fuel, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction.

Because of the temporary nature of construction and the financial incentives for developers and contractors to implement energy efficient practices, project construction activities would not result in wasteful, inefficient, and unnecessary consumption of energy. Therefore, the construction-related impact related to fuel and electricity consumption would be less than significant.

## Operation

### ***Electricity and Natural Gas***

Building operations for the proposed project would involve energy consumption for lighting and cooling fans. Based on applicant-provided information, the proposed three-sided LED billboard would operate 24 hours per day, 365 days per year, which would result in an estimated energy demand of 75,000 kWh per year. The proposed project is not anticipated to result in wasteful, inefficient, or unnecessary electricity consumption as the electronic billboard would require electricity to operate and would not facilitate greater electricity consumption beyond that required for their passive operative design. Moreover, the electronic billboard would not consume natural gas and would rely on increasingly renewable energy sources consistent with Senate Bill 100. Therefore, the operational impact related to building electricity and natural gas consumption would be less than significant.

### ***Fuel***

Long-term operational energy consumption related to fuel consumption would be very minimal because the only vehicle trips would be from irregular and infrequent maintenance vehicle trips. Maintenance vehicle trips associated with the proposed project are anticipated to occur once every 1 to 2 months at most and would not result in wasteful, inefficient, or significant energy use. This impact would be less than significant.

#### **b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?**

**Less than significant impact.** A discussion of the proposed project's potential to conflict with or obstruct a State or local plan for renewable energy or energy efficiency is presented below.



## Construction

As described above, construction activities would involve energy consumption in various forms and would be limited by California regulations such as California Code of Regulations Title 13, Sections 2449(d)(3) and 2485 which limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. The proposed project would be required to comply with these regulations. There are no renewable energy standards applicable to construction activities for the proposed project.

Thus, it is anticipated that construction of the proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. Therefore, impacts would be less than significant.

## Operation

Additionally, the proposed project would consume electricity delivered by a California utility during operation. According to Senate Bill 100, California's Renewables Portfolio Standard (RPS) requires that 100 percent of electricity retail sales in California be sourced with renewable energy sources by 2045. SCE would provide the delivery of electricity to the proposed project through the existing grid. Senate Bill (SB) 32 mandates a Statewide GHG emissions reduction goal to 40 percent below 1990 levels by the year 2030. Further, Executive Order B-55-18 establishes a new statewide goal to achieve carbon neutrality by 2045 at the latest and maintain net negative emissions after 2045.<sup>36</sup> Therefore, the proposed project would receive electricity from a utility company that meets California's RPS requirements as well as the State requirements through 2045.

In addition, the proposed project would be designed and constructed in accordance with the applicable State's Title 24 energy efficiency standards. Part 11, Chapter 4 and 5 of the State Title 24 energy efficiency standards establishes mandatory measures for nonresidential buildings, including material conservation and resource efficiency. The proposed project would be required to comply with these mandatory measures and would be constructed in accordance with City standards. Thus, the proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. This impact would be less than significant.

## Mitigation Measures

None required.

<sup>36</sup> State of California. Executive Order B-55-18 to Achieve Carbon Neutrality. <https://www.ca.gov/archive/gov39/wp-content/uploads/2018/09/9.10.18-Executive-Order.pdf>. Accessed February 10, 2022.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>2.7 Geology and Soils</b> <i>Would the project:</i>				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## 2.1 - Environmental Evaluation

### Setting

A Geotechnical Investigation Report was prepared for the project site by Leedco Engineers, Inc., dated November 15, 2022, and is included in Appendix E. The geotechnical investigation consists of excavating one, 50-foot exploratory boring hole, obtaining representative soil samples, laboratory

testing, engineering evaluation, and the preparation of the geotechnical report (Appendix E). The soils present on site are characterized by varying amounts of silt and sandy clay resulting in classifications ranging from silt to silt-clay with sand. Based on the subsurface investigation, the project site appears underlain by fill, alluvial deposit and bedrock. A Professional Opinion Letter from Leedco Engineers, Inc., dated December 29, 2022, is also included in Appendix E.

The proposed project would develop a triple-sided digital LED billboard built on or near the geotechnical boring location. The new billboard structure would be supported by a shallow concrete foundation and would have lateral loads from winds and seismicity. The project site would require minimum grading for development.

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 Division of Mines and Geology Special Publication 42.**

**Less than significant impact.** The project site is located in the USGS *Los Alamitos* 7.5-minute Topographic Quadrangle Map.<sup>37</sup> The reviewed data from the geotechnical investigation concluded that there are no active or potentially active faults mapped as crossing the project site.<sup>38</sup> The nearest known active fault area is the Whittier Fault zone, which is approximately 7.5 miles north of the project site. The California Geological Survey (CGS) does not delineate any part of the project site as being within an Alquist-Priolo Earthquake Fault Zone.<sup>39</sup> Because there is not an active or potentially active fault known to be present crossing the project site, the potential for surface fault rupture is unlikely. Furthermore, to ensure the potential billboard construction activities are conducted safely, construction and design would be undertaken using standard engineering and seismic safety design techniques in accordance with the most recent California Building Standards Code. As such, there would be less than significant impacts related to potential rupture of a known earthquake fault.

- ii) **Strong seismic ground shaking?**

**Less than significant impact.** The project site is located within a seismically active region and strong shaking would be expected during the lifetime of the proposed project, which could damage future improvements on the site and expose people to injury. To avoid or minimize potential damage from seismic shaking and liquefaction, the construction of the proposed project would be required to comply with standard engineering and seismic safety design techniques in accordance with the most

<sup>37</sup> California Division of Mines and Geology (CDMG). 1998. Seismic Hazard Zones for the Los Alamitos 7.5-minutes Quadrangle. California Department of Conservation Division of Mines and Geology.

<sup>38</sup> Jennings, C.W. 1994. Fault Activity Map of California, with Locations and Ages of Recent Volcanic Eruption. California Division of Mines and Geology. California Geologic Data Map Series, Map No. 6, scale 1:750,000.

<sup>39</sup> California Department of Conservation. 2019. Earthquake Zones of Required Investigation. Website: <https://maps.conservation.ca.gov/cgs/EQZApp/app/>. Accessed November 30, 2022.

recent California Building Standards Code. Compliance with existing standards and codes would ensure that impacts related to seismic ground shaking would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

**Less than significant impact.** Liquefaction is a mode of ground failure that results from the generation of high pore water pressures during earthquake ground shaking, causing loss of shear strength. Secondary hazards associated with strong ground shaking are liquefaction and seismic settlement when adverse conditions within the project site are present. Portions of the project site have been identified as susceptible to liquefaction according to the California Division of Mines and Geology (CDMG). However, a liquefaction analysis (performed by Leedco Engineers) on soil layers below ground level (20 feet) were evaluated using a Standard Penetration Test (SPT). According to the geotechnical report, the SPT blow counts are relatively high for a clayey and sandy silt and would indicate little or no liquefaction potential. Therefore, impacts associated with seismic-related ground failure would be less than significant.

iv) Landslides?

**Less than significant impact.** The probability of seismically induced landslide occurring on the site is low due to the relatively flat topography of the site. The site is not within a mapped earthquake-induced landslide hazard zone, as shown on the CDMG Seismic Hazard Map. Therefore, impacts associated with landslides would be less than significant.

b) Result in substantial soil erosion or the loss of topsoil?

**Less than significant impact.** The proposed project would require minimum grading for development and would be supported by a shallow concrete foundation. Development would not result in substantial soil erosion or loss of topsoil. Therefore, 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.** No signs of ground water table or seepage were observed during the geotechnical subsurface investigation. Bedrock was not encountered in the bore holes. Ground water was not encountered within the test holes except in Boring Hole No. 1 indicated in the boring logs in Appendix E. Caving did not occur within the test hole. The probability of seismically induced landslide occurring on the site is low due to the relatively flat topography of the site. SPT blow counts are relatively high for a clayey and sandy silt and would indicate little or no liquefaction potential. Therefore, impacts associated with unstable soils would be less than significant.

- 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 impact.** The proposed project would not construct structures intended for human occupancy, which precludes substantial risks to life as a result of expansive soils. Based on the results of Leedco Engineers, Inc. sub-surface exploration and investigation, the site appears underlain by fill, alluvial deposit, and bedrock. The fill consists of mixture of organic silts and sand, moist, and grey at top few inches in thickness. The natural deposit soils underlying the loose fill consists of silty sand, and clayey sand and silt, which are tan to grey, moist, dense to medium dense, fine grained, and containing varying amounts of clay. The native soils consist of predominately silty sand with some silts. The plasticity index of the project site is greater than 18 and the average moisture content is less than 85 percent. The geotechnical report concluded that the presence of expansive soils insignificant. . Furthermore, the proposed project would be compliant with all applicable State and local requirements. Therefore, impacts associated with expansive soils would be less than significant.

- e) **Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

**No impact.** The proposed project does not require the use of septic tanks or alternative wastewater disposal systems. The proposed billboard development would not produce wastewater during construction or operation. Therefore, there would be no impacts associated with the disposal of wastewater.

- f) **Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**No impact.** The project site is currently an undeveloped vacant lot consisting of gravel, utility boxes and landscaping. There are no unique paleontological resource or unique geologic feature on the project site. Therefore, there would be no impacts associated with destroying geologic resources or features.

## Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>2.8 Greenhouse Gas Emissions</b> <i>Would the project:</i>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Environmental Evaluation

### Setting

The City of Buena Park and the project site is located within the SoCAB, which is under the jurisdiction of the SCAQMD. The SCAQMD formed a working group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the air basin in 2008. The working group developed several different options that are contained in the SCAQMD Draft Guidance Document—Interim CEQA GHG Significance Threshold (Interim GHG Thresholds) that could be applied by lead agencies. The working group has not provided additional guidance since release of the interim guidance in 2008. In 2010, the SCAQMD Tier 3 threshold was expanded to include non-industrial projects, as explained in the minutes from the most recent working group meeting.<sup>40</sup> The SCAQMD Board has not approved the thresholds; however, the Guidance Document provides substantial evidence supporting the approaches to significance of GHG emissions that can be considered by the Lead Agency in adopting its own threshold. The current interim thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.
- Tier 3 consists of screening values, which the Lead Agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
  - All land use types: 3,000 metric tons (MT) carbon dioxide equivalent (CO<sub>2</sub>e) per year.

<sup>40</sup> South Coast Air Quality Management District (SCAQMD). 2010. Greenhouse Gas CEQA Threshold Stakeholder Working Group Meeting #15. September 28. Website: [www.aqmd.gov/ceqa/handbook/GHG/2010/sept28mtg/ghgmtg15-web.pdf](http://www.aqmd.gov/ceqa/handbook/GHG/2010/sept28mtg/ghgmtg15-web.pdf). Accessed February 11, 2022.

- Based on land use type: residential: 3,500 MT CO<sub>2</sub>e per year; commercial: 1,400 MT CO<sub>2</sub>e per year; industrial: 10,000 MT CO<sub>2</sub>e per year; or mixed use: 3,000 MT CO<sub>2</sub>e per year.
- Tier 4 has the following options:
  - Option 1: Reduce Business as Usual (BAU) emissions by a certain percentage; this percentage is currently undefined.
  - Option 2: Early implementation of applicable AB 32 Scoping Plan measures.
  - Option 3, 2020 target for service population (SP), which includes residents and employees: 4.8 MT CO<sub>2</sub>e/SP/year for projects and 6.6 MT CO<sub>2</sub>e/SP/year for plans.
  - Option 3, 2035 target: 3.0 MT CO<sub>2</sub>e/SP/year for projects and 4.1 MT CO<sub>2</sub>e/SP/year for plans.
- Tier 5 involves mitigation offsets to achieve target significance threshold.

The City has not adopted a Climate Action Plan. The City's General Plan sets forth the following GHG reduction goals that are potentially relevant to this project.<sup>41</sup> Additional General Plan policies that relate to energy efficiency and energy reduction are introduced in the energy setting section and would also contribute to GHG emission reductions.

#### Conservation and Sustainability Element

<b>Goal CS-7</b>	Use of green techniques in new buildings, new building sites, and building remodels and retrofits.
<b>Policy CS-7.1</b>	Consider incentives such as expedited permitting process or reduced fees for new development or redevelopment projects that incorporate green building practices, Build it Green, and Leadership in Energy and Environmental Design (LEED™) certified buildings.
<b>Goal CS-13</b>	Reduction of per capita nonrenewable energy usage and citywide peak electricity demand through energy efficiency and conservation.
<b>Policy CS-13.1</b>	Consider adopting renewable energy building standards. The standards would incorporate technically and financially feasible renewable energy requirements into development and building standards.
<b>Policy CS-13.2</b>	Explore methods to facilitate renewable technologies through streamlined planning and development rules, codes, processing, and other incentives.
<b>Policy CS-13.3</b>	Explore and, if appropriate, adopt energy efficiency standards for existing residential and commercial buildings upon substantial remodel. Consider requiring energy efficiency inspections, disclosure, and retrofits at change of ownership based on cost-effective and commercially available energy efficiency measures.

<sup>41</sup> City of Buena Park. 2010. 2035 General Plan.  
[https://www.buenapark.com/city\\_departments/community\\_development/planning\\_division/general\\_plan.php#outer-544](https://www.buenapark.com/city_departments/community_development/planning_division/general_plan.php#outer-544).  
Accessed February 22, 2022.



- Policy CS-13.4** Encourage new developments, redevelopments, and retrofit buildings to have solar energy panels, cogeneration energy systems, and/or other energy efficient systems installed to reduce the unnecessary consumption of energy.
- Policy CS-13.5** Encourage the installation of energy efficient appliances in new development and redevelopment projects.
- Policy CS-13.6** Encourage new developments and redevelopments to layout or organize buildings to maximize the potential for passive solar panels.
- Policy CS-13.12** Encourage use of low or no volatile organic compounds (VOC) paints in interior spaces of new development and redevelopment projects.
- Goal CS-20** Encouragement of alternative modes of travel and fuel sources.

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.** The proposed project would generate GHG emissions during construction and operation (e.g., mobile emissions, emissions from generation of electricity for operations, and emissions of from the manufacturing and transport of building materials). The SCAQMD's project-level significance threshold for operational GHG generation was deemed appropriate to use when determining the proposed project's potential GHG impacts. The thresholds suggested by the SCAQMD for the proposed project's operational GHG generation are as follows:

- Compliance with a qualified GHG Reduction Strategy.
- 1,400 metric tons carbon dioxide equivalent (MT CO<sub>2</sub>e) per year for commercial land use.

This analysis is restricted to GHGs identified by AB 32, which include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Construction and operation of the proposed project are addressed separately below.

### Construction GHG Emissions

During project construction, GHGs would be generated by construction activities such as site clearing, operation of heavy-duty construction vehicles, materials and debris hauling, paving, and construction worker vehicle trips. These emissions would be considered short-term in duration. The SCAQMD recommends that a project's construction emissions are averaged over 30 years and are added to the project's operational emissions. Therefore, the construction emissions are presented for information purposes.

Construction emissions were estimated using CalEEMod (Version 2020.4.0). Construction assumptions used to estimate GHG emissions are consistent with those used to estimate air pollutant emissions, as described under Impact 2.3(b). Table 7 shows that the proposed project construction would generate 3.9 MT CO<sub>2</sub>e.

**Table 7: Construction GHG Emissions**

Construction Phase	Total MT CO <sub>2</sub> e/year
<b>Proposed New Digital Billboard Site</b>	
Site Preparation	0.8
Grading	0.9
Utility Line Trenching	0.1
Building Construction (Installation of Billboard)	1.4
Coating	0.7
<b>Total Construction Emissions</b>	<b>3.9</b>
<b>Amortized Over 30 years</b>	<b>0.13</b>
Notes: MT CO <sub>2</sub> e = metric tons of carbon dioxide equivalent Because of rounding, total MT CO <sub>2</sub> e may be marginally different from CalEEMod Output. Source: CalEEMod Output (Appendix B).	

### Operational GHG Emissions

Operational or long-term GHG emissions occur over the life of the proposed project. Sources for operational emissions include:

- **Motor Vehicles:** These emissions refer to tailpipe exhaust from the cars and trucks that would travel to and from the project site.
- **Indirect Electricity:** These emissions refer to those generated by off-site power plants to supply electricity required for the proposed project.
- **Water Transport:** These emissions refer to those generated by the electricity required to transport and treat the water to be used on the project site.
- **Waste:** These emissions refer to the GHG emissions produced by decomposing waste generated by the proposed project.

Motor vehicle, water, and waste sources of GHG emissions would be negligible during operation of the proposed project. LED digital billboards (programmable electronic signs) are subject to energy efficiency requirements under Title 24 of the California Code of Regulations. The billboard is required to be dimmable, which would reduce energy use and GHG emissions associated with the generation of electricity. The proposed new digital billboard would be illuminated 24 hours per day, 365 days per year. The light levels emitted from the billboard would be set to adjust based on ambient light conditions at any given time (i.e., nighttime versus daytime). According to applicant-provided information, three billboards would result in an estimated annual electricity demand of 75,000 kWh, or 75 megawatt-hours (MWh) per year. The SCE would supply the electrical energy needed to illuminate the billboard.

Based on the anticipated annual electricity consumption of 75 MWh for the proposed billboard, the proposed project's electronic billboard would generate approximately 20.83 MT CO<sub>2</sub>e/year, which includes 0.13 MT CO<sub>2</sub>e/year of amortized construction emissions shown in Table 7. The detailed assumptions and calculations are included in Appendix B.

In addition, electronic billboards require occasional upkeep and maintenance activities, which generate vehicle trips and resulting GHG emissions. However, the GHG emissions associated with upkeep and maintenance trips would be minimal and negligible.

As a result, the proposed project's expected net annual GHG emissions of approximately 20.7 MT CO<sub>2</sub>e/year would not exceed the 1,400 MT CO<sub>2</sub>e/year threshold. The proposed project would not generate significant GHG emissions and impacts would be less than significant.

**b) Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

**Less than significant impact.** The City has not adopted a Climate Action Plan (CAP). However, the General Plan sets forth actionable items related to energy as shown in the setting section of energy impact, most of which relate to energy use in commercial or residential buildings. None of the implementation action items would be directly applicable to operation of the proposed new LED billboards.

In reviewing of the General Plan policies, the proposed project would not conflict with any of the policies, regulations, or guidelines in the General Plan, or any other applicable plan and/or regulations adopted for the purposes of reducing GHG emissions. Furthermore, as discussed in Impact 2.8(a), the proposed project would not generate substantial GHG emissions during construction or operation. Therefore, this impact would be less than significant.

## Mitigation Measures

None required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>2.9 Hazards and Hazardous Materials</b> <i>Would the project:</i>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Environmental Evaluation

### Setting

The project site is located adjacent to I-5, a major transportation corridor, between Artesia Boulevard and Firestone Boulevard. Artesia Boulevard and Firestone Boulevard are highly traveled roadways that accommodate truck travel, including transport of hazardous materials. I-5 can similarly accommodate hazardous materials transport. According to the California Department of

Toxic Substances Control (DTSC) EnviroStor database, the proposed project is not located on a hazardous materials cleanup site.<sup>42</sup> The project site is vacant.

Hazardous materials that may be commonly encountered in a typical urban environment generally include petroleum products (including oil and gasoline), automotive fluids (antifreeze, hydraulic fluid), paint, cleaners (dry cleaning solvents, cleaning fluids), and pesticides from current or historical agricultural uses (if in significant concentrations). Byproducts generated as a result of activities using hazardous materials (such as dry cleaning solvents, oil, and gasoline) are considered hazardous waste. Contamination usually takes the form of a hazardous materials or waste spills in soil. Such contamination can penetrate soils into the groundwater table, resulting in the pollution of shallow groundwater and/or a local water supply. Commercial uses, including those that have underground storage tanks (USTs) and/or use hazardous materials in their operations can create such contamination. A number of underground hazardous material pipelines transporting gas and oil cross through the City of Buena Park. Additional transportation of hazardous materials occurs through the primary transportation routes that traverse the City, including freeways, and principal, major, primary, and secondary arterials.<sup>43</sup>

#### *City of Buena Park Emergency Operations Plan*

The City approved an update to the Emergency Operations Plan (EOP) in June 2021. The EOP describes a comprehensive emergency management system that provides for a response to natural disasters, technological incidents, terrorism, and other emergencies and major disasters. It delineates operational concepts relating to various emergency situations, identifies components of the Emergency Management Organization, and describes the overall responsibilities for protecting life and property and assuring the overall well-being of the population.

The EOP also provides a framework for the coordination of response services and support within the City. It discusses the City's relationships with, obligations to, and dependencies on other response organizations and governmental entities, including mutual aid, State and federal agencies, and the private sector. It provides guidance regarding reporting requirements. The EOP incorporates by reference other City emergency plans and assessments, including the City's Local Hazard Mitigation Plan (LHMP) that documents all the ongoing and future actions that contribute to minimizing or eliminating threats associated with hazards in the City. The EOP also includes a Continuity Plan, a Recovery Plan, a Hazardous Materials Assessment component, which is a comprehensive database of hazardous materials stored and used by commercial and industrial facilities in the City, Water Vulnerability Assessment, and Emergency Operations Guide.

Municipal Code Chapter 8.32 identifies the City as responsible for the implementation of the provisions of Chapter 6.95 of the California Health and Safety Code and designates the Buena Park Fire Department as the administering agency responsible for administering and enforcing such

<sup>42</sup> Department of Toxic Substances Control (DTSC). 2022. EnviroStor. Website: <https://www.envirostor.dtsc.ca.gov/public/search.asp>. Accessed July 20, 2022.

<sup>43</sup> City of Buena Park. 2010. Buena Park General Plan Update Final EIR. November.

provisions of said Chapter 6.95 within the boundaries of the City. Chapter 6.95 regulates hazardous materials release response and inventory.

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 consists of the construction and operation of a triple-sided digital LED billboard. Neither the construction nor the operation of the proposed project would involve the routine transport, use, or disposal of hazardous materials. The project site is vacant and no demolition of existing structures that could release asbestos or lead-based paint would occur. The small amount of paint and other materials typically used for the construction of similar projects will be used in accordance with the procedures recommended by their labels.

Prior to beginning construction activities, the project site will be assessed for the presence of any potentially dangerous and hazardous materials by the City through the Municipal Code, Chapter 8.32. During the construction process, minor trenching may be included to connection to electrical utilities nearby. Excess soils resultant from the trenching process may contain hazardous materials and other contaminants as a result of deposition from vehicles traveling along I-5. This soil, as well as any materials found prior to beginning or used during the construction process, would be securely transported off-site and disposed of in accordance with hazardous materials transportation regulations and standards from the federal, State, and local levels. The proposed project includes a three-sided billboard that would require periodic cleaning using readily available cleaners and solvents, but these would not be used in sufficient quantities so as to represent a risk of hazardous materials exposure. Therefore, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts 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?**

**Less than significant impact.** The proposed project would not utilize hazardous materials or produce hazardous wastes in substantial quantities during either its construction or operation. The proposed project includes the construction of a triple-sided digital LED billboard at the corner of Artesia Boulevard and Firestone Boulevard. The project site currently is an undeveloped vacant lot consisting of gravel, utility boxes, and landscaping. The proposed project includes a 65-foot structure with an elevated base and an aluminum pole. The proposed project would not contain asbestos or other hazardous materials. The project site would be assessed by the project applicant for the presence of any unknown, potentially hazardous materials prior to beginning construction activities, and all materials used in the process would be disposed of in accordance with all applicable federal, State, and local regulations. Therefore, the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.

- 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 impact.** The nearest school to the proposed project site is Carl E. Gilbert Elementary School, located approximately 2,538 feet south of the proposed project site at 7255 8<sup>th</sup> Street, and Evergreen Preschool and Kindergarten, located approximately 3,194 feet east of the proposed project site at 5882 Beach Boulevard. These schools would not be exposed to any hazardous materials as a result of the implementation of the proposed project. The proposed project would not involve the use or removal of any known hazardous materials, and any potentially hazardous materials would be disposed of in accordance with all federal, State, and local regulations. Operation of the proposed project would include routine use of cleaning products not considered hazardous. Therefore, the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. 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 the environment?**

**No impact.** According to the DTSC EnviroStor database, the proposed project is not located on a hazardous materials cleanup site.<sup>44</sup> Therefore, the proposed project would not create a significant hazard to the public or the environment. There would be no impact.

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

**Less than significant impact.** The nearest airport to the proposed project is Fullerton Municipal Airport, which is located 1.66 miles southeast at 4011 West Commonwealth Avenue. According to the Airport Environs Land Use Plan (AELUP) for Fullerton Municipal Airport, the project site is located in the Federal Aviation Regulation Part 77 height restriction zones, which places a height restriction for the area within 10,000 feet of the airport at a 50:1 slope, meaning that for every foot away from the centerline of the runway horizontally, the approach zone rises 1 foot.<sup>45</sup> The proposed project is 1.66 miles, or approximately 8764.8 feet away from the airport, meaning that the maximum height allowed for the proposed project would be 175.3 feet.<sup>46</sup> According to the project description, the proposed project would stand at a height of 65 feet overall, and thus would not constitute a hazard. Therefore, there would be no impact.

<sup>44</sup> Department of Toxic Substances Control (DTSC). 2022. EnviroStor. Website: <https://www.envirostor.dtsc.ca.gov/public/search.asp>. Accessed July 20, 2022.

<sup>45</sup> Orange County Airport Land Use Commission. 2019. Airport Environs Land Use Plan for Fullerton Municipal Airport. February.

<sup>46</sup> 8764.8 feet/50 feet = 175.3 feet



**f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**Less than significant impact.** The proposed project is located within a heavily urbanized area adjacent to major transportation corridors. During construction activity, per standard City practices, the applicant would be required to prepare and implement a temporary traffic control plan as warranted. No modifications to any mass transit routes, roadways, bicycle routes, or pedestrian facilities would occur as a result of implementation of the proposed project. No changes to the existing emergency response or evacuation plan would occur. As any disruptions would be temporary and of short duration, there would be a less than significant impact.

**g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

**No impact.** According to the Department of Forestry and Fire Protection (CAL FIRE), the proposed project area is not located within a Fire Hazard Safety Zone or Very High Fire Hazard Safety Zone.<sup>47</sup> The surrounding land uses from the project consist of commercial and office professional land uses, creating minimal exposure and subsequent risk for exposure to wildland fire.<sup>48</sup> Therefore, the proposed project would not expose people or structures, either directly or indirectly, to a significant risk off loss, injury, or death involving wildland fires. There would be no impact.

## Mitigation Measures

No mitigation required.

<sup>47</sup> Department of Forestry and Fire Protection (CAL FIRE). 2022. FHSZ Viewer. Website: <https://egis.fire.ca.gov/FHSZ/>. Accessed July 20, 2022.

<sup>48</sup> City of Buena Park. 2010. General Plan – Land Use and Community Design Element. Website: [https://www.buenapark.com/Document\\_center/City%20Departments/Community%20development/Planning%20Division/General%20plan/2035%20General%20Plan/Chapter02.pdf](https://www.buenapark.com/Document_center/City%20Departments/Community%20development/Planning%20Division/General%20plan/2035%20General%20Plan/Chapter02.pdf). Accessed July 20, 2022.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>2.10 Hydrology and Water Quality</b> <i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Environmental Evaluation

### Setting

#### Water Quality Overview

The federal Clean Water Act and California's Porter-Cologne Water Quality Control Act are the primary laws that regulate water quality. Regulations set forth by the EPA and the California State Water Resources Control Board (State Water Board) have been developed to fulfill the requirements of this legislation. EPA regulations include the National Pollutant Discharge Elimination System (NPDES) permit program, which controls sources that discharge pollutants into the waters of the

United States (e.g., streams, lakes, bays, etc.). These regulations are implemented at the regional level by the Regional Water Quality Control Boards (RWQCBs).

### **Statewide Construction General Permit**

The State Water Board has implemented a NPDES General Construction Permit for the State of California. For projects disturbing 1 acre or more of soil, a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) must be prepared by a qualified professional prior to commencement of construction. The Construction General Permit includes requirements for training, inspections, record keeping, and for projects of certain risk levels, monitoring. The general purpose of the requirements are to minimize the discharge of pollutants and to protect beneficial uses and receiving waters from the adverse effects of construction-related stormwater discharges.

### **National Flood Insurance Program**

The Federal Emergency Management Agency (FEMA) established the National Flood Insurance Program (NFIP) in order to reduce impacts of flooding on private and public properties. The program provides subsidized flood insurance to communities that comply with FEMA regulations protecting development in floodplains. As part of the program, FEMA publishes Flood Insurance Rate Maps (FIRM) that identify Special Flood Hazard Areas (SFHA). An SFHA is an area that would be inundated by the 1 percent annual chance flood, which is also referred to as the base flood or 100- year flood. Dam Safety Dam failure is the uncontrolled release of impounded water behind a dam. Flooding, earthquakes, blockages, landslides, lack of maintenance, improper operation, poor construction, vandalism, and terrorism can all cause a dam to fail. Because dam failure that results in downstream flooding may affect life and property, dam safety is regulated at both the federal and State level. In accordance with the State Dam Safety Act, dams are inspected regularly, and detailed evacuation procedures have been prepared for each dam.

Would the project:

- a) **Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?**

**Less than significant impact.** The proposed project consists of the construction of a triple-sided digital LED billboard. Operation of the proposed project would not require the use of water, and thus would not generate wastewater. Potential for minor surface water runoff would occur due grading and pouring concrete during construction. As a new project that is less than one acre in size, the proposed project would not be required to comply with the General Construction Permit, Order No. 2012-0006-DWQ, issued by the State Water Board, and would not be required to develop and implement a SWPPP as a part of the NPDES to estimate sediment risk from construction activities to receiving waters. The proposed project would be required to comply with the City's Drainage Area Management Plan (DAMP), as well as any conditions and requirements established by the City.<sup>49</sup> Therefore, with the implementation of BMPs, as well as its adherence to the DAMP, the proposed

<sup>49</sup> City of Buena Park. 2010. 2035 General Plan EIR – Hydrology, Drainage, and Water Quality. December.

project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Impacts 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?**

**Less than significant impact.** The proposed project would not require water to operate. The project site currently consists of gravel and sporadic landscaping, and the final project site would consist of predominantly similar features with minimal ground disturbance during construction activities. According to the City's Urban Water Management Plan (UWMP), groundwater is supplied by three aquifers. Over 90 percent of the City's groundwater is sourced from the Principal Aquifer System, which exists between 200 and 1,300 feet below ground surface.<sup>50</sup> The small amount of trenching required to connect the proposed project to existing electrical utilities would not be deep enough to interfere with existing groundwater from the Principal Aquifer System. Therefore, the proposed project would not substantially decrease groundwater supplies or interfere with groundwater recharge. Impacts would be less than significant.

**c) Substantially alter the existing drainage pattern of 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 proposed project would not alter a stream or water resource feature on the project site. The project site is located in a highly urbanized area, and thus the proposed project would not substantially alter the project site's existing drainage pattern. Site disturbance would be minimal, with excavation for the billboard support structure and trenching for connection with existing utilities. The potential for erosion during construction activities would be minimal. Therefore, the impact 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;**

**Less than significant impact.** The proposed project would not create a substantial increase in surface runoff as the current project area is already highly urbanized and predominantly impervious, and the footprint of the proposed project would be minimal. According to the FEMA FIRM 06059C, revised December 2, 2009, the proposed project is not located in a Special Flood Hazard Area.<sup>51</sup> Therefore, due to the minimal change in pervious groundcover, as well as the proposed project location outside of a flood hazard area, the proposed project would not result in flooding on- or off-site. Impacts would be less than significant.

<sup>50</sup> City of Buena Park. 2021. 2020 Urban Water Management Plan. June.

<sup>51</sup> Federal Emergency Management Agency (FEMA). 2022. National Flood Hazard Layer (NFHL). Website: <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd>. Accessed July 21, 2022.

- (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**

**Less than significant impact.** The proposed project is located in a highly urbanized area with existing stormwater drainage system infrastructure. Two sewer drains are located on the curb adjacent to the project site on Artesia Boulevard. During construction, all soils would be covered and managed to minimize surface water runoff effects. The proposed project would not substantially alter the groundcover of the project area, and would only minimally increase the amount of impervious surfaces and subsequent surface water runoff. Therefore, the proposed project would not exceed the capacity of the existing stormwater drainage system or provide additional sources of polluted runoff. Impacts would be less than significant.

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

**No impact.** The proposed project consists of a digital LED billboard and would not redirect flood flows. No impact would occur.

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

**No impact.** Tsunamis are sea waves that are generated in response to large-magnitude earthquakes. When these waves reach shorelines, they sometimes produce coastal flooding. Seiches are the oscillation of large bodies of standing water, such as lakes, that can occur in response to ground shaking. The project site is approximately 11 miles northeast of the Pacific Ocean and there are no nearby bodies of standing water.

According to the DOC, the proposed project is located outside of a tsunami hazard area.<sup>52</sup> Additionally, the proposed project is not located in a FIRM Special Flood Hazard Area. During operation, the proposed project would not require the use of any pollutants, and thus would not risk their release as a result of inundation. Therefore, the proposed project is not at risk of releasing pollutants due to flood, tsunami, or seiche waves. There would be no impact.

- e) **Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**

**Less than significant impact.** As discussed in Impact 2.10(c)(ii) and Impact 2.10(d), the proposed project is not located in a Special Flood Hazard Area or tsunami hazard area, and thus is not at risk of flooding or inundation. The proposed project would not require water during operation and would minimize any possible erosion and surface water runoff during construction. The proposed project would be subject to all applicable water quality controls, and, as stated in Impact 2.10(b), would not interfere with groundwater recharge. Therefore, the proposed project would not conflict with a water quality control plan or sustainable groundwater management plant. Impacts would be less than significant.

<sup>52</sup> California Department of Conservation (DOC). 2021. California Tsunami Maps and Data. <https://www.conservation.ca.gov/cgs/tsunami/maps>. Accessed July 21, 2022.

## **Mitigation Measures**

No mitigation required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>2.11 Land Use and Planning</b> <i>Would the project:</i>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Environmental Evaluation

### Setting

The General Plan currently designates the project site as Open Space, and identifies the area as a Consolidated Redevelopment Project Area.<sup>53</sup> The project site is also zoned ACSP by the City of Buena Park Zoning Map. The Open Space designation assumes that the land assigned the designation will remain open space for the purposes of recreation or conservation and/ or safety, while the ACSP provides for the continued development, preservation, and enhancement of auto dealers and related uses in a setting that is unique from other unrelated businesses.<sup>54</sup> The proposed project would also require changing the zoning to expand the City's existing BOZ to include the project site (Exhibit 5). Would the project:

#### a) Physically divide an established community?

**No impact.** Construction of the proposed project would in no way physically divide an established community. The 0.28-acre project site currently serves as an island between Artesia Boulevard and Firestone Boulevard in a highly urbanized area. The proposed project consists of the construction of a 65-foot-tall, triple-sided, digital LED billboard at the intersection of Artesia Boulevard and Firestone Boulevard. The development and operation of the proposed project would not include any physical features that would block or impair mobility within or between existing communities, nor would it remove features that provide access or mobility within an existing community. Therefore, the proposed project would have no impact.

<sup>53</sup> City of Buena Park. 2010. General Plan Chapter 2, Land Use and Community Design Element, Exhibit LU-1, General Plan Land Use Map. Website:  
[https://www.buenapark.com/Document\\_center/City%20Departments/Community%20development/Planning%20Division/General%20plan/2035%20General%20Plan/Chapter02.pdf](https://www.buenapark.com/Document_center/City%20Departments/Community%20development/Planning%20Division/General%20plan/2035%20General%20Plan/Chapter02.pdf). Accessed June 21, 2022.

<sup>54</sup> City of Buena Park. 2022. Buena Park Zoning Map. Website:  
<https://maps.buenapark.com/portal/apps/webappviewer/index.html?id=d12a39506ce5463ea50547e78bd06e5c>. Accessed June 21, 2022.



**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 currently designated as Open Space, as well as Consolidated Redevelopment Project Area, by the General Plan. According to the City of Buena Park Zoning Map the site is zoned as ACSP, which includes the land use designations of Commercial and Commercial Services and encourages a concentration of auto dealers along the interstate freeway and Auto Center Drive.<sup>55,56</sup> Implementation of the proposed project would involve expansion of the existing zoning of the BOZ, which allows for the placement of billboards in compliance with the Municipal Code, to encompass the project site.<sup>57</sup> The proposed project would be in compliance with the proposed code amendments and would not conflict with the General Plan. Therefore, the proposed code amendments and potential associated allowable activities under the proposed code would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating environmental effects. In addition, the proposed project would be subject to the Caltrans Outdoor Advertising Act and Section 21466.5 of the California Vehicle Code. Impacts would therefore be less than significant.

## Mitigation Measures

No mitigation required.

<sup>55</sup> City of Buena Park. 2022. Buena Park Zoning Map. Website: <https://maps.buenapark.com/portal/apps/webappviewer/index.html?id=d12a39506ce5463ea50547e78bd06e5c>. Accessed June 17, 2022.

<sup>56</sup> City of Buena Park. 2014. Buena Park Auto Center Specific Plan, Section II: Land Use, Zoning, and Physical Setting, Page 15. Website: [https://cms7files1.revize.com/buenaparkca/Document\\_center/City%20Departments/Community%20development/Planning%20Division/Codes,%20Ordinances,%20and%20Guidelines/ACSP2018120418.pdf](https://cms7files1.revize.com/buenaparkca/Document_center/City%20Departments/Community%20development/Planning%20Division/Codes,%20Ordinances,%20and%20Guidelines/ACSP2018120418.pdf). Accessed June 17, 2022.

<sup>57</sup> City of Buena Park. 2015. Buena Park City Code 19.912.090 Billboard Signs. Website: [https://library.qcode.us/lib/buena\\_park\\_ca/pub/city\\_code/item/title\\_19-division\\_9-chapter\\_19\\_912-19\\_912\\_090](https://library.qcode.us/lib/buena_park_ca/pub/city_code/item/title_19-division_9-chapter_19_912-19_912_090). Accessed June 17, 2022.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>2.12 Mineral Resources</b> <i>Would the project:</i>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Environmental Evaluation

### Setting

The information and analysis for Mineral Resources impacts is based on the General Plan Conservation and Sustainability Element. The project site is located in an urbanized area in the City of Buena Park, and no known mineral resources are present on-site.

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 General Plan Conservation and Sustainability Element, there are no significant mineral aggregate resources within the City boundaries.<sup>58</sup> As such, the proposed project would not 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?**

**No impact.** As discussed above in Impact 2.12(a), there are no significant mineral aggregate resources within City boundaries. Therefore, the proposed project would have not 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.

<sup>58</sup> City of Buena Park. 2010. City of Buena Park's 2035 General Plan, Chapter 5: Conservation and Sustainability Element, Page 5-8. Website: [https://cms7files1.revize.com/buenaparkca/Document\\_center/City%20Departments/Community%20development/Planning%20Division/General%20plan/2035%20General%20Plan/Chapter05.pdf](https://cms7files1.revize.com/buenaparkca/Document_center/City%20Departments/Community%20development/Planning%20Division/General%20plan/2035%20General%20Plan/Chapter05.pdf). Accessed June 16, 2022.

## **Mitigation Measures**

No mitigation required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>2.13 Noise</b> <i>Would the project result in:</i>				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Environmental Evaluation

### Setting

The project area contains major highways and other roadways. The consistent use of these roadways by vehicles results in steady ambient noise levels. The proposed new digital billboard site is located at the intersection of Artesia Boulevard and Firestone Boulevard in the City of Buena Park, Orange County. The project site is located on APN 066-020-36 near I-5 and is zoned ACSP and designated Open Space (OS). The project area is commercial in nature and is approximately 300 feet east of I-5.

### Characteristics of Noise

Noise is defined as unwanted sound. Sound levels are usually measured and expressed in decibels (dB), with 0 dB corresponding roughly to the threshold of hearing. Most of the sounds that we hear in the environment do not consist of a single frequency, but rather a broad band of frequencies, with each frequency differing in sound level. The intensities of each frequency add together to generate a sound. Noise is typically generated by transportation, specific land uses, and ongoing human activity.

The standard unit of measurement of the loudness of sound is the decibel (dB). The 0 point on the dB scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Changes of 3 dB or less are only perceptible in laboratory environments. A change of 3 dB is the lowest change that can be perceptible to the human ear in outdoor environments. While a change of 5 dBA is considered the minimum readily perceptible change to the human ear in outdoor environments.

Since the human ear is not equally sensitive to sound at all frequencies, the A-weighted decibel scale (dBA) was derived to relate noise to the sensitivity of humans, it gives greater weight to the frequencies of sound to which the human ear is most sensitive. The A-weighted sound level is the basis for a number of various sound level metrics, including the day/night sound level ( $L_{dn}$ ) and the Community Noise Equivalent Level (CNEL), both of which represent how humans are more sensitive to sound at night. In addition, the equivalent continuous sound level ( $L_{eq}$ ) is the average sound energy of time-varying noise over a sample period and  $L_{max}$  is the maximum instantaneous noise level occurring over a sample period.

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?**

**Less than significant impact.**

**Short-Term Construction Noise Impacts.** For purposes of this analysis, a significant impact would occur if construction activities would result in generation of a substantial temporary increase in ambient noise levels in excess of established standards that could result in nighttime annoyance or sleep disturbance of nearby sensitive receptors.

Section 8.28.040 of the City of Buena Park Noise Ordinance regulates construction noise. The Noise Ordinance prohibits noise generated by construction activities between the hours of 8:00 p.m. and 7:00 a.m. Monday through Saturday, and at any time on Sundays. The Noise Ordinance does not include specific noise level limits for construction activities.<sup>59</sup> Any deviations from the permissible hours of construction must be approved pursuant to approval by the City engineer.

Construction of the billboard would take approximately 6 days to complete and involves the use of drilling rigs and cranes. The maximum noise level generated by crane rigs is documented to be 85 dBA  $L_{max}$  at 50 feet from this equipment. The maximum noise level generated by drilling rigs is approximately 84 dBA  $L_{max}$  at 50 feet. A characteristic of sound is that each doubling of sound sources with equal strength increases a sound level by 3 dBA. Assuming that each piece of construction equipment operates at some distance from the other equipment, a reasonable worst-case combined noise level during this phase of construction would be 90 dBA  $L_{max}$  at a distance of 50 feet from the acoustic center of a construction area. This would result in a reasonable worst-case hourly average of 86 dBA  $L_{eq}$ . The acoustic center reference is used, because construction equipment must operate at some distance from one another on a project site, and the combined noise level as measured at a point equidistant from the sources would (acoustic center) be the worst-case maximum noise level. The effect on sensitive receptors is evaluated below.

The closest noise-sensitive receptor to the project site is the Hampton Inn located 600 feet east of the project site, north of Artesia Boulevard. At this distance, relative worst-case maximum

<sup>59</sup> City of Buena Park. 2021. Municipal Code. Website: <http://qcode.us/codes/buenapark/>. Accessed January 28, 2022.

construction noise levels would attenuate to below 69 dBA  $L_{max}$ , with relative worst-case hourly average construction noise levels attenuating to below 65 dBA  $L_{eq}$  at this receptor.

Although there could be a relatively high single-event noise exposure potential causing an intermittent noise nuisance, the effect of construction activities on longer-term (hourly or daily) ambient noise levels would be small but could result in a temporary increase in ambient noise levels in the project vicinity that could result in annoyance to or sleep disturbance of nearby sensitive receptors. However, the City has established restrictions on permissible hours for noise producing construction activity as contained in Section 8.28.040 of the Municipal Code, prohibiting such activities between the hours of 8:00 p.m. and 7:00 a.m. Monday through Saturday, and at any time on Sundays. Therefore, compliance with these permissible hours for noise producing construction activity, would ensure that construction noise would not result in a substantial temporary increase in ambient noise levels that would result in nighttime annoyance or sleep disturbance of nearby sensitive receptors. Therefore, temporary construction noise impacts would be less than significant.

**Long-term Operational Noise Impacts.** The proposed new digital billboard is not designed to emit any sound, and the proposed project would not generate regular vehicle trips. Therefore, the proposed project would not generate a substantial permanent increase in ambient noise levels in the vicinity of the project. No impact would occur.

**b) Generation of excessive groundborne vibration or groundborne noise levels?**

**Less than significant impact.** A significant impact would occur if the proposed project would generate groundborne vibration or groundborne noise levels in excess of established standards. The City has not established a standard for excessive groundborne vibration levels resulting from construction activities. However, the Federal Transit Administration (FTA) has established industry-accepted standards for vibration impact criteria and impact assessment in its Transit Noise and Vibration Impact Assessment Manual.<sup>60</sup> The FTA guidelines include thresholds for construction vibration impacts for various structural categories.

In extreme cases, excessive groundborne vibration has the potential to cause structural damage to buildings. Common sources of groundborne vibration include construction activities such as blasting, pile driving, and operating heavy earthmoving equipment. Construction vibration impacts on building structures are generally assessed in terms of peak particle velocity (PPV). For the purposes of this analysis, project-related impacts are expressed in terms of PPV.

**Short-term Construction Vibration Impacts.** Of the variety of equipment that would be used during construction, cranes would produce the greatest groundborne vibration levels. Cranes can produce groundborne vibration levels ranging up to 0.051 inch per second (in/sec) PPV at 25 feet from the operating equipment.<sup>61</sup> Impact equipment (e.g., pile drivers) is not expected to be used during construction of the proposed project.

<sup>60</sup> Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. September.

<sup>61</sup> Federal Highway Administration (FHWA). 2006. Highway Construction Noise Handbook. August.

For the construction of the new digital billboard the crane equipment could potentially operate as close as 275 feet from nearest structure, which is the automotive dealership building east of the site. At this distance, groundborne vibration levels from operation of the heaviest piece of construction equipment (the crane) would attenuate to less than 0.001 in/sec PPV from the operation of the crane. This is well below the FTA's damage threshold criteria of 0.12 in/sec PPV for the most sensitive type of structures: buildings extremely susceptible to vibration damage. Therefore, impacts resulting from construction-related groundborne vibration levels would be less than significant.

**Operational Vibration Impacts.** Implementation of the proposed project would not result in any permanent sources that would expose persons in the project vicinity to groundborne vibration levels that could be perceptible without instruments at any existing sensitive land use in the project vicinity. In addition, there are no existing significant permanent sources of groundborne vibration in the project vicinity to which the proposed project would be exposed. Therefore, operational groundborne vibration impacts would be considered less than significant.

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

**Less than significant impact.** A significant impact would occur if the proposed project would expose people residing or working in the project area to excessive noise levels for a project located in 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 or public use airport.

The closest airport to the proposed new digital billboard site is the Fullerton Municipal Airport, located approximately 1.4 miles east of the site. This billboard would be located well outside the airport's 65 dBA CNEL noise contours. In addition, construction of this new digital billboard would not introduce any new sensitive receptor to the existing environment and would therefore not expose persons residing or working in the project site to excessive noise levels associated with private airstrip or public airport noise. The impact would be less than significant.

## Mitigation Measures

No mitigation required.



Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>2.14 Population and Housing</b> <i>Would the project:</i>				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Environmental Evaluation

Would the project:

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

**No impact.** The proposed project would lead to the construction of one triple-sided LED billboard. No new housing or businesses are proposed as a part of the project and the construction of the billboard would not lead to a change in the overall population or result in the expansion of the City. In addition, no new roads, highways, or other infrastructure are proposed. As such, no impacts would occur.

- b) **Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

**No impact.** The construction of the proposed project would not result in substantial displacement of people or housing that would necessitate the construction of replacement housing elsewhere. As such, no impacts would occur.

## Mitigation Measures

No mitigation required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>2.15 Public Services</b> <i>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>				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Environmental Evaluation

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:

### a) Fire protection?

**No impact.** Implementation of the proposed project would not increase resident or employee population that would trigger the need for additional fire protection services. Because of the nature of the proposed project, no project-related activities would increase the population and thus, the proposed project would not result in the need for new or expanded fire protection facilities. As such, no significant impact would occur.

### b) Police protection?

**No impact.** The proposed project would not increase the population or require the alteration of police services, and thus would not result in an increased demand for police protection. No impact would occur.

### c) Schools?

**No impact.** The proposed project would not increase the population or alter the zoning districts dictating the distribution of students in the City. In addition, the proposed project would not increase the number of students within the City. Therefore, the proposed project would not result in an increased demand for school facilities and no impact would occur.

**d) Parks?**

**No impact.** The proposed project would not affect parks or open spaces. The proposed project would not result in an increase in population or an increase in demand for existing parks and recreational facilities. Therefore, the proposed project would not necessitate the construction of new parks and recreational facilities. No impact would occur.

**e) Other public facilities?**

**No impact.** The proposed project would not result in an increase in population or an increase in demand for other public facilities. Therefore, the proposed project would not necessitate the construction of new public facilities and no impact would occur.

### Mitigation Measures

No mitigation required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>2.16 Recreation</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Environmental Evaluation

- 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.** The proposed project would not generate new residents that could increase the demand and use of nearby parks or recreational facilities. Therefore, the proposed project would not result in any physical deterioration of recreational facilities. No impact would occur.

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

**No impact.** The proposed project would not generate new residents that could increase the demand and use of nearby parks or recreational facilities. Therefore, construction or expansion of recreational facilities would not be required. No impact would occur.

## Mitigation Measures

No mitigation required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>2.17 Transportation</b> <i>Would the project:</i>				
a) Conflict with a program plan, ordinance or policy of the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Environmental Evaluation

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 involves the construction of a 65-foot, triple-sided digital LED billboard. The project site is located on a 0.28-acre parcel 82 feet east of I-5, north of Artesia Boulevard and south of Firestone Boulevard. Construction and operation of the proposed digital LED billboard would generate only minimal vehicle trips on existing public streets. During construction activity, per standard City practices the applicant would be required to prepare and implement a temporary traffic control plan, as warranted. No modifications to any mass transit routes, roadways, bicycle routes, or pedestrian facilities would occur as a result of implementation of the proposed project. No impact would occur.

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

**Less than significant impact.** CEQA Guidelines, Section 15064.3 subdivision (b) discusses the potential impacts of projects for which land uses may increase Vehicle Miles Traveled (VMT) as a direct result of the implementation of the proposed project. VMT refers to the amount and distance of automobile travel attributed to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Section 15064.3(b) of the CEQA Guidelines assesses criteria for analyzing transportation impacts such as land use projects, transportation projects, qualitative analysis, and methodology. Because of the nature of the proposed project, very limited VMT may be generated during the lifetime of the proposed project. Efforts associated with the

construction of the proposed project would involve short-term construction estimated to take no more than 10 days. Subsequent VMT may accrue during the maintenance and operational phases throughout the lifetime of the proposed project in small, irregular increments. This activity would be limited to one or two maintenance vehicles servicing the billboard. Because this project does not propose any changes to the transit systems, roadways, or other highway infrastructure within the City, it would have a less than significant impact with regard to VMT.

**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 impact.** The proposed project would not require the construction of new roadways, as it would be located on a pre-existing parcel between Artesia Boulevard, Firestone Boulevard, and I-5, thus eliminating the impacts related to sharp curves or dangerous intersections. The primary concern is the potential for light and glare impacts affecting drivers traveling along I-5, Artesia Boulevard, and Firestone Boulevard. Notably, the proposed project includes a static design and would not include any shifting images. To ensure that the billboard and new lighting does not interfere with adjacent traffic, the proposed project would be required to comply with the following regulations from the Municipal Code Chapter 19-912.090, which outlines the BOZ Ordinance:

**Chapter 19.912—Sign Standards for Commercial and Industrial Zones**

**19.912.090 Billboard Signs**

**F. Operational Requirements**

**4. Digital billboard operating criteria.**

- a) Digital billboards shall contain static messages only, and shall not have movement, or the appearance or optical illusion of movement during the static display period, of any part of the sign structure, design, or pictorial segment of the sign, including the movement or appearance of movement. Each static message shall not include flashing lighting or the varying of light intensity.
  - b) **Minimum display time.** Each message on the sign must be displayed for a minimum of 4 seconds.
  - c) Digital billboards shall not operate at brightness levels of more than 0.3 foot-candles above ambient light, as measured using a foot candle meter at a pre-set distance.
  - d) Each digital billboard must have a light sensing device that will adjust the brightness as ambient light conditions change.
5. Each digital billboard shall be designed to freeze the display in one static position, display a full black screen, or turn off, in the event of a malfunction.
7. Billboards shall not be operated in such a fashion as to constitute a hazard to safe and efficient operation of vehicles on streets or freeways and shall comply with all applicable local, State, and federal laws and regulations. Digital billboards when operated in accordance with the operating criteria in

subsection 4 above and static billboards operated pursuant to local, State and federal law shall be deemed to be in compliance with this subsection 7.

9. No billboard shall involve any red or blinking or intermittent light likely to be mistaken for warning or danger signals nor shall its illumination impair the vision of travelers on the adjacent freeway and/or roadways.

In addition, each billboard is required to comply with all applicable federal, State, and local laws and regulations, including, but not limited to, the Highway Beautification Act of 1965 (23 United States Code [USC] 131), the California Outdoor Advertising Act, and the California Vehicle Code. Adherence to the requirement described above will completely reduce all potential impacts. As a result, impacts would be less than significant.

**d) Result in inadequate emergency access?**

**Less than significant impact.** The proposed project would involve the construction of a digital LED billboard on the corner of Artesia Boulevard and Firestone Boulevard; however, it would not be located in a way that would block or impede vehicle accessibility. During construction activity, per standard City practices the applicant would be required to prepare and implement a temporary traffic control plan; however at no time will any local streets or parcels be closed to traffic. Therefore, no impact would occur.

## Mitigation Measures

No mitigation required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>2.18 Utilities and Service Systems</b> <i>Would the project:</i>				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Environmental Evaluation

Would the project:

- a) **Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

**Less than significant impact.** The proposed project involves the construction of a triple-sided digital LED billboard. Electricity for the proposed project will be provided by SCE; the City lies within the SCE Service area.<sup>62</sup> The proposed project would be constructed in accordance with all City electrical codes, as well as Title 24 of the State Building Code, to ensure efficient use of electrical energy. No potable water would be required during the operation of the proposed project, and thus no

<sup>62</sup> Southern California Edison (SCE). 2019. Southern California Edison's Service Area. Website: [https://newsroom.edison.com/\\_gallery/get\\_file/?file\\_id=5cc32d492cfac24d21aecf4c&ir=1](https://newsroom.edison.com/_gallery/get_file/?file_id=5cc32d492cfac24d21aecf4c&ir=1). Accessed July 19, 2022.



wastewater or sewage would be generated as a result of the proposed project. No natural gas or telecommunications facilities would be required during the operation of the proposed project.

- 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 involves the construction of a triple-sided digital LED billboard. Neither the construction nor the operation of the proposed project would require the consumption of any water. Therefore, demand for existing water supplies would remain unchanged, and there would be no impact.

- 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?**

**No impact.** The proposed project would not include any uses in its operation that would require wastewater treatment. Therefore, demand for existing wastewater treatment capabilities would remain unchanged, and there would be no impact.

- 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?**

**No impact.** The proposed project does not include the construction of residential or commercial space. As such, it would not generate any solid waste during operations. Any waste generated during construction activities would be minimal and would be disposed of in accordance with all federal, State, and local regulations. Therefore, there would be no impact.

- e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?**

**No impact.** The proposed project would not generate any solid waste during operations. Any waste generated during construction activities would be minimal and would be disposed of in accordance with all federal, State, and local regulations. Therefore, there would be no impact.

## Mitigation Measures

No mitigation required.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>2.19 Wildfire</b> <i>If located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones, would the project:</i>				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Environmental Evaluation

### Setting

CAL FIRE prepares maps of Very High Fire Hazard Severity Zones (VHFHSZ) that are used to develop recommendations for cities and planning. CAL FIRE categorizes areas in VHFHSZ and non-VHFHSZ zones. According to the Fire Hazard Severity Zones Map, the project site is not located in a VHFHSZ in either Local Responsibility Area (LRA) or State Responsibility Area (SRA). The nearest VHFHSZ is located northeast of the project site in the northern portion of the City of Fullerton.<sup>63</sup>

Would the project:

**a) Substantially impair an adopted emergency response plan or emergency evacuation plan?**

**No impact.** According to the CAL FIRE Fire Hazard Severity Zones (FHSZ) Map, the project site is not located within or near an SRA or LRA or lands classified as a VHFHSZ. The nearest VHFHSZ is approximately 2.18 miles to the northeast of the project site.<sup>64</sup> According to the 2010 General Plan

<sup>63</sup> California Department of Forestry and Fire Protection (CAL FIRE). Fire and Resource Assessment Program. Very High Fire Hazard Severity Zones in LRA As Recommended by CAL FIRE. Website: <https://egis.fire.ca.gov/FHSZ/>. Accessed June 17, 2022.

<sup>64</sup> Ibid.

Update EIR, the risk of wildland fires within the City is not present, as much of the City is urbanized and there are no wilderness areas in or surrounding the City.<sup>65</sup> As such, no impacts would occur.

- 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.** The project site is flat and is not located near any areas with slopes or hills. The area does experience prevailing winds such as the Santa Ana winds, but because the proposed project is not located in a VHFHSZ, LRA, or SRA, this would not exacerbate wildfire risk. Therefore, no impact would occur.

- c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

**No impact.** The proposed project would require the installation of new underground utility connections for the electrical utility, provided by SCE. However, the installation and maintenance of this infrastructure would not exacerbate the risk of fire or result in temporary or ongoing impacts to the environment. The proposed project is not located within a VHFHSZ for either LRA or SRA and the proposed project would be constructed in compliance with fire codes. As such, no impact would occur.

- d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

**No impact.** The project site is not located within a VHFHSZ for either LRA, or SRA nor on or near slopes or hills. Further, the proposed project is not located within a landslide hazard zone.<sup>66</sup> Therefore, the proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

## Mitigation Measures

No mitigation required.

<sup>65</sup> City of Buena Park. 2010. General Plan Update EIR, Section 5.12, Fire Protection, Page 5.13-3. Website: [https://cms7files1.revize.com/buenaparkca/Document\\_center/City%20Departments/Community%20development/Planning%20Division/General%20plan/2035%20General%20Plan%20EIR/Sec0513.pdf](https://cms7files1.revize.com/buenaparkca/Document_center/City%20Departments/Community%20development/Planning%20Division/General%20plan/2035%20General%20Plan%20EIR/Sec0513.pdf). Accessed June 17, 2022.

<sup>66</sup> City of Buena Park. 2010. General Plan Chapter 7, Safety Element, Exhibit SAF-2 Liquefaction/Landslide Potential. Website: [https://cms7files1.revize.com/buenaparkca/Document\\_center/City%20Departments/Community%20development/Planning%20Division/General%20plan/2035%20General%20Plan/Chapter07.pdf](https://cms7files1.revize.com/buenaparkca/Document_center/City%20Departments/Community%20development/Planning%20Division/General%20plan/2035%20General%20Plan/Chapter07.pdf). Accessed June 17, 2022.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>2.20 Mandatory Findings of Significance</b>				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Environmental Evaluation

- a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

**Less than significant impact.** As described in Section 2.4, Biological Resources, the proposed project would not result in significant environmental impacts to wildlife or plant species. There are no known special-status species present on or near the project site, and appropriate measures are included to ensure that any future related activities that may occur during the nesting season for birds protected by the MBTA would have a less than significant impact on nesting birds. The MBTA requires that for construction work during the nesting season (February 15 through August 31), certain measures are to be implemented, including pre-construction surveys and nest protection buffers to avoid disturbing active nests. Compliance with the MBTA would ensure that impacts from construction activities on migratory birds would be less than significant. Therefore, with compliance to the MBTA, the proposed project would not degrade the quality of the environment at a project- or cumulative-level in terms of biological resources.

As described in Section 2.5, Cultural Resources, the proposed project would have less than significant impacts on historical, archaeological, and tribal resources since the proposed project area has been heavily urbanized. The proposed project would comply with all applicable regulations in the unlikely event of inadvertent discovery of human remains.

In conclusion, the proposed project would have less than significant impacts on the quality of the environment, fish or wildlife species habitats and populations, plant or animal communities, rare or endangered plant or animal species, or 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)?**

**No impact.** Implementation of the proposed project would have a less than significant cumulative impact. If the proposed project is implemented, the project site zoning would be changed to expand the City’s existing BOZ to include the project site. The BOZ would overlay the existing zone and allow for the placement of billboards that conform to the Municipal Code. Short-term construction activities associated with the proposed project would comply with all applicable federal, State, and local regulations, and would not be cumulatively considerable. Operation entails no new noise production, minimal maintenance traffic, and negligible GHG emissions.

The I-5 corridor, Firestone Boulevard, and Artesia Boulevard are within urban settings with other existing nighttime lighting including car headlights, parking lot lighting, streetlights, security lighting on buildings, and internal lights in buildings. In addition, the existing billboards are illuminated at night, which produces nighttime lighting. As discussed in Appendix A, the proposed billboards would create a minor amount of light spill on two adjacent commercial areas; however, because the sign brightness would be reduced after dark to the 300 nit level in compliance with OAAA standards, these impacts would be considered negligible. Therefore, the nighttime lighting produced by the proposed project, in combination with the lighting from other reasonably foreseeable projects, would not result in a cumulatively significant impact.

With respect to electricity usage, the LED lighting used in the proposed billboards would meet Title 24 requirements for energy efficiency. While the proposed billboards’ electricity usages are associated with off-site emissions where power is generated, the analysis of GHG emissions in Section 2.8, Greenhouse Gas Emissions, demonstrates that implementation of the proposed code amendments falls well below applicable SCAQMD thresholds, which account for cumulative impacts of climate change. Therefore, because of the proposed project’s size and utilization of energy efficient lighting, it would not make a cumulatively considerable contribution to cumulative GHG emissions or result in an overall impact to local and regional levels of GHG emissions.

In consideration of all the proposed project aspects discussed above, the proposed project would not have a significant impact individually, and would not make a considerable contribution to any cumulative impact.

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

**Less than significant impact.** The proposed project would be compliant with all applicable federal, State, and local regulations in its design, construction, and operation. These regulations, as outlined throughout this document, would eliminate any potential indirect and direct substantial adverse effects on human beings from the proposed project from occurring. Therefore, the extent of the proposed project's adverse effects on human beings would be less than significant.

## Mitigation Measures

None required.

## SECTION 3: LIST OF PREPARERS

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