INITIAL STUDY AND NEGATIVE DECLARATION

DIGITAL SIGN INSTALLATION PROJECT (6247 AUTO CENTER DRIVE) AND AN AMENDMENT TO THE BILLBOARD OVERLAY ZONE (BOZ) ORDINANCE

LEAD AGENCY:

CITY OF BUENA PARK
COMMUNITY DEVELOPMENT DEPARTMENT
6650 BEACH BOULEVARD FIRST FLOOR
BUENA PARK, CALIFORNIA 90622

OCTOBER 1, 2026

BNPK 003

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NEGATIVE DECLARATION

PROJECT NAME: Auto Center Digital Sign Project – 6247 Auto Center Drive

PROJECT ADDRESS: The proposed installation site is located at 6247 Auto Center Drive.

PROJECT: The proposed project would involve the installation and subsequent operation of a new double-faced, 90-foot-tall digital billboard. The 2.3-acre project site is currently undergoing development with an approximately 34,022 square-foot, three-story auto dealership containing a showroom, service garage, and parking decks with associated car wash for Simpson Cadillac. The site is located on the southeast corner of Western Avenue and Auto Center Drive within the Auto Center Specific Plan (ACSP) Sub-District A-1. The surrounding properties include the I-5 Freeway to the south, car dealerships to the west and east, and commercial buildings to the north. The proposed project would be comprised of an approximately 90-foot-high double-sided digital billboard sign located at the southeast corner of the project site.

EVALUATION FORMAT: The attached initial study is prepared in accordance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21000, et seq. and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, the preparation of the attached Initial Study was guided by Section 15063 of the State CEQA Guidelines. The project was evaluated based on its effect on 21 major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study checklist includes a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

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

Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

No Impact: No impacts are identified or anticipated, and no mitigation measures are required.

Less than Significant Impact: No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less than Significant Impact with Mitigation: Possible significant adverse impacts have been identified or anticipated and mitigation measures are required as a condition of the project's approval to reduce these impacts to a level below significance.

Potentially Significant Impact: Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below will be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact Requiring Mitigation" as indicated by the checklist in the attached Initial Study.

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

DETERMINATION: (To be completed by the Lead Agency) On the basis of this initial evaluation, the following finding is made:

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

Signature _____ Date _____

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SECTION 1 INTRODUCTION

1.1 PURPOSE OF THE INITIAL STUDY

This Initial Study evaluates the environmental impacts associated with the installation and subsequent operation of a new double-faced, 90-foot-tall digital billboard. The larger 2.3-acre project site is currently undergoing development with an approximately 34,022 square-foot, three-story auto dealership containing a showroom, service garage, and parking decks with associated car wash for Simpson Cadillac. The site is located on the southeast corner of Western Avenue and Auto Center Drive within the *Auto Center Specific Plan (ACSP) Sub-District A-1*. The surrounding properties include the I-5 Freeway to the south, various car dealerships to the west and east, and commercial buildings to the north. The proposed project will be comprised of an approximately 90-foot-high double-sided digital billboard sign located at the southeast corner of the larger site.

The City of Buena Park (referred to herein as "the City") is the designated *Lead Agency* and project Applicant for the proposed project and the City will be responsible for the project's environmental review. Section 21067 of CEQA defines a Lead Agency as the public agency that has the principal responsibility for carrying out or approving a project that may have a significant effect on the environment.[1] As part of the proposed project's environmental review, the City of Buena Park has authorized the preparation of this Initial Study.[2] The primary purpose of CEQA is to ensure that decision-makers and the public understand the environmental implications of a specific action or project. An additional purpose of this Initial Study is to ascertain whether the proposed project will have the potential for significant adverse impacts on the environment once it is implemented. Pursuant to the CEQA Guidelines, additional purposes of this Initial Study include the following:

- To provide the City of Buena Park with information to use as the basis for deciding whether to prepare an environmental impact report (EIR), mitigated negative declaration, or negative declaration for a project;
- To facilitate the project's environmental assessment early in the design and development of the proposed project;
- To eliminate unnecessary EIRs; and,
- To determine the nature and extent of any impacts associated with the proposed project.

Although this Initial Study was prepared with consultant support, the analysis, conclusions, and findings made as part of its preparation fully represent the independent judgment and position of the City of Buena Park, in its capacity as the Lead Agency. The City determined, as part of this Initial Study's preparation, that a Negative Declaration is the appropriate environmental document for the proposed project's CEQA review.[3]

[1] California, State of. *California Public Resources Code. Division 13, Chapter 2.5. Definitions.* as Amended 2001. §21067.

[2] Ibid. (CEQA Guidelines) §15050.

[3] California, State of. Public Resources Code Division 13. *The California Environmental Quality Act. Chapter 2.5, Section 21067 and Section 21069.* 2000.

This Initial Study and the *Notice of Intent to Adopt a Negative Declaration* will be forwarded to responsible agencies, trustee agencies, and the public for review and comment. A 30-day public review period will be provided to allow these entities and other interested parties to comment on the proposed project and the findings of this Initial Study.[4]

1.2 INITIAL STUDY'S ORGANIZATION

The following annotated outline summarizes the contents of this Initial Study:

- *Section 1 Introduction,* provides the procedural context surrounding this Initial Study's preparation and insight into its composition.
- *Section 2 Project Description,* provides an overview of the existing environment as it relates to the project area and describes the proposed project's physical and operational characteristics.
- *Section 3 Environmental Analysis,* includes an analysis of potential impacts associated with the construction and the subsequent operation of the proposed project.
- *Section 4 Conclusions,* summarizes the conclusions of the analysis.
- *Section 5 References,* identifies the sources used in the preparation of this Initial Study.

[4] Ibid.

SECTION 2 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

This Initial Study evaluates the environmental impacts associated with the installation and subsequent operation of a new double-faced, 90-foot-tall digital billboard. The larger 2.3-acre project site is currently undergoing development with an approximately 34,022 square-foot, three-story auto dealership containing a showroom, service garage, and parking decks with associated car wash for Simpson Cadillac. The site is located on the southeast corner of Western Avenue and Auto Center Drive within the *Auto Center Specific Plan (ACSP) Sub-District A-1*. The surrounding properties include the I-5 Freeway to the south, various car dealerships to the west and east, and commercial buildings to the north. The proposed digital sign project will be comprised of an approximately 90-foot-high double-sided digital billboard sign located at the southeast corner of the project site.[5]

2.2 PROJECT LOCATION

The City of Buena Park is located on the westernmost edge of Orange County. The City is located approximately 19 miles southeast of downtown Los Angeles and approximately 11 miles northwest of the City of Santa Ana. Buena Park is bounded by the City of Fullerton and the City of Anaheim to the east, the City of La Mirada to the north, the City of Cerritos, La Palma, and Cypress to the west, and bounded by the City of Anaheim and Cypress to the south.[6] Regional access to Buena Park is possible from two freeways: I-5, which passes through the City in a north-south orientation, and State Route (SR) 91, which extends east-west through the center of the City. The location of the City of Buena Park in a regional context is shown in Exhibit 2-1. The proposed installation site is located at 6247 Auto Center Drive. The site is located near the southeast corner of Western Avenue and Auto Center Drive within the *Auto Center Specific Plan (ACSP) Sub-District A-1*. The surrounding properties include I-5 to the south, car dealerships to the west and east, and commercial buildings to the north. Exhibit 2-2 shows the location of the project site.

2.3 PLANNING BACKGROUND

The Federal Highway Beautification Act of 1965 (23 U.S.C. 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.[7] 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:

[5] Buena Park, City of, *Draft Ordinance of the City of Buena Park Establishing a Billboard Overlay Zone Including Billboard Sign Standards for Commercial and Industrial Zones, and Amending Title 19 of the Buena Park Municipal Code*. November 2014.

[6] Google Maps. Accessed in June 2026.

[7] California regulates outdoor advertising in the Outdoor Advertising Act (Business and Professions Code, Sections 5200 et. seq.) and the California Code of Regulations, Title 4, Division 6 (Sections 2240 et seq.) Caltrans enforces the law and regulations.

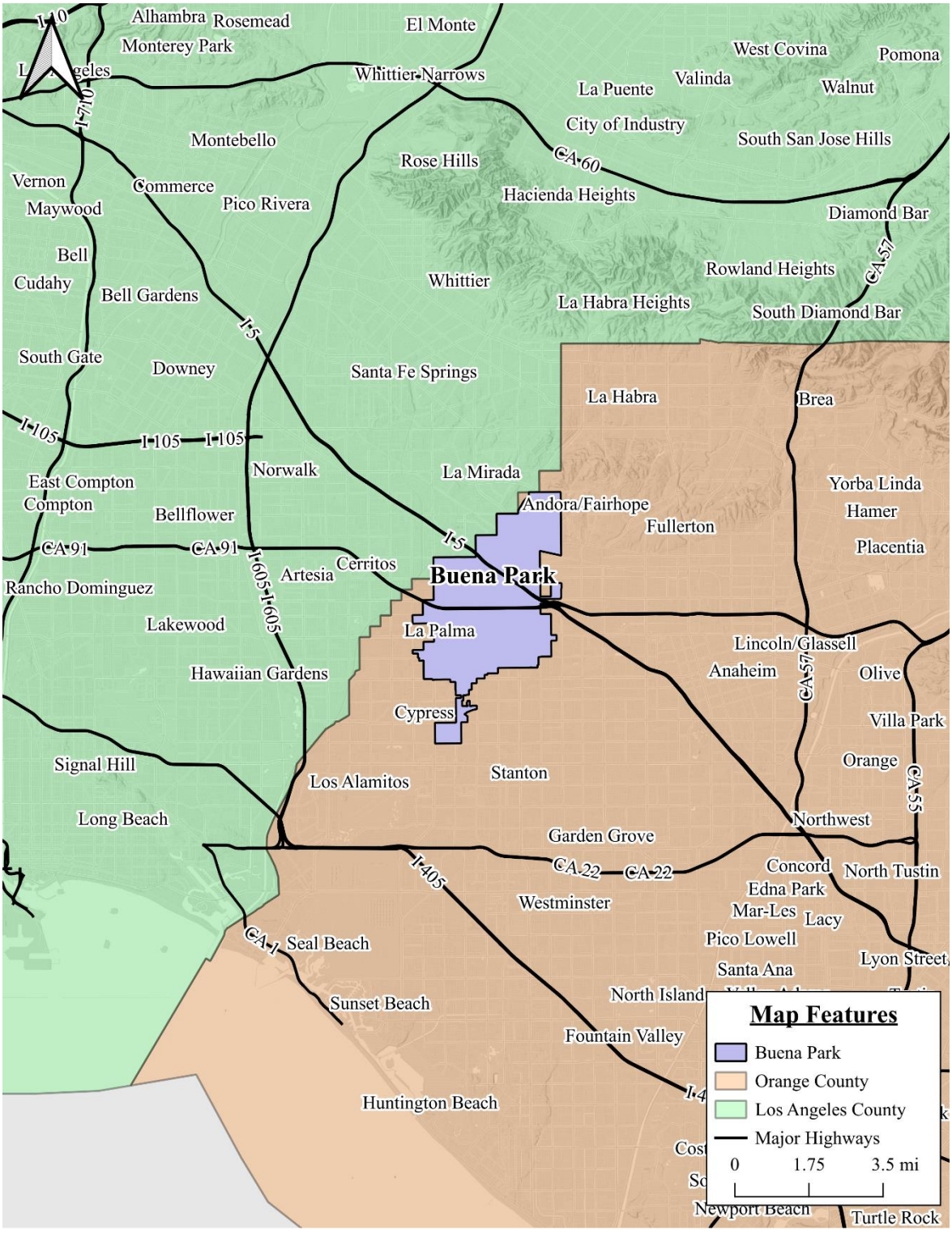


EXHIBIT 2-1 REGIONAL LOCATION MAP

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

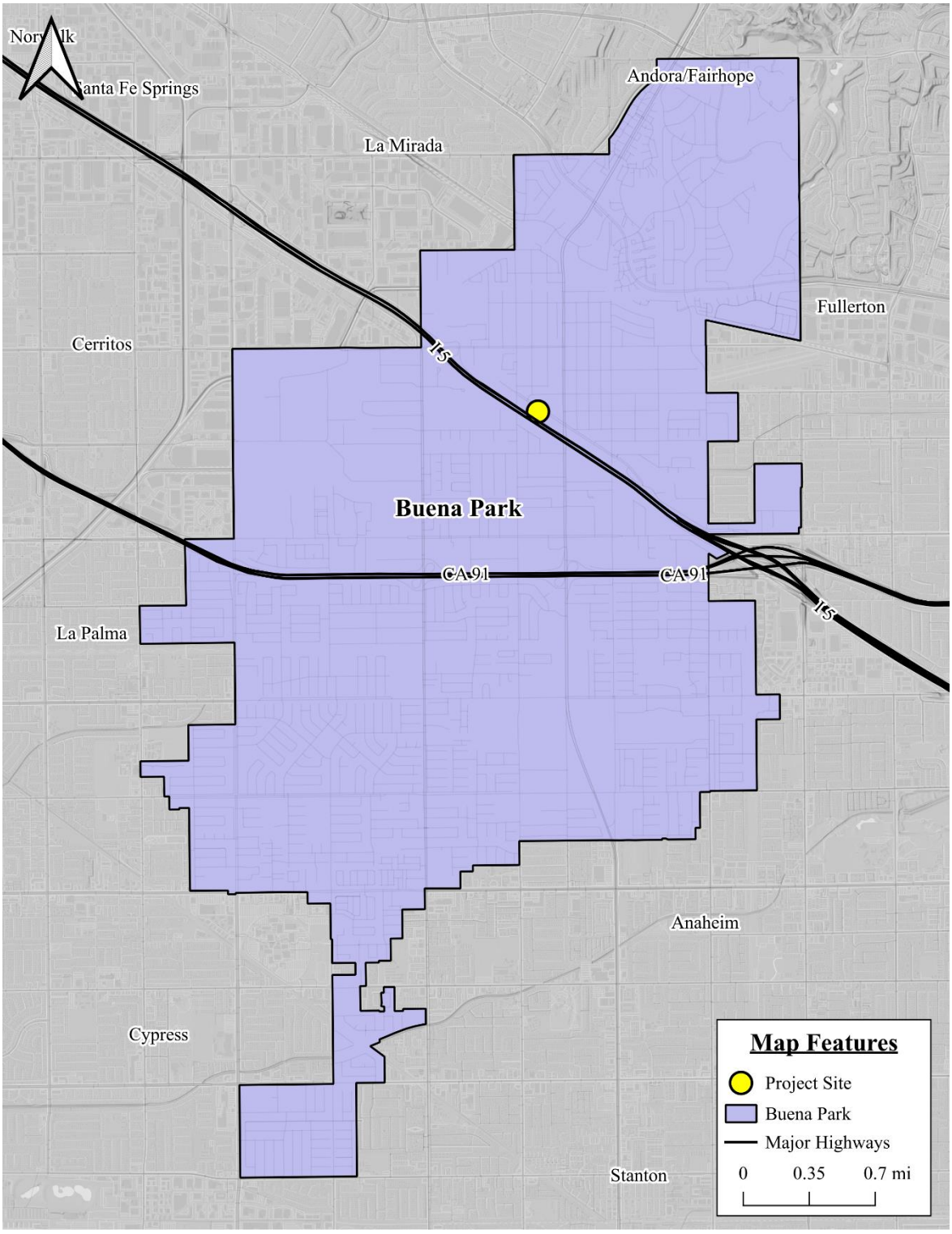


EXHIBIT 2-2 SITE LOCATION IN THE CITY
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

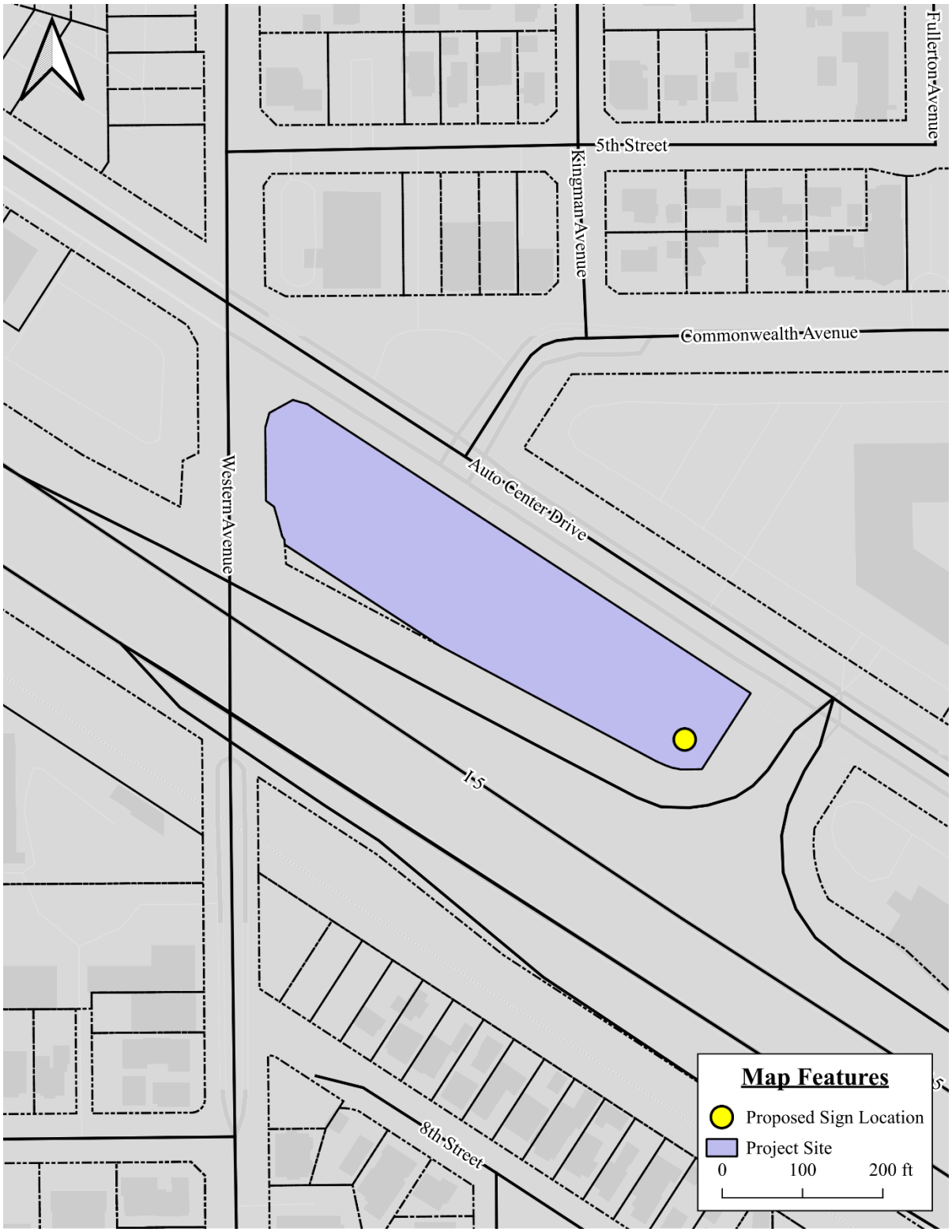


EXHIBIT 2-3 VICINITY MAP
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

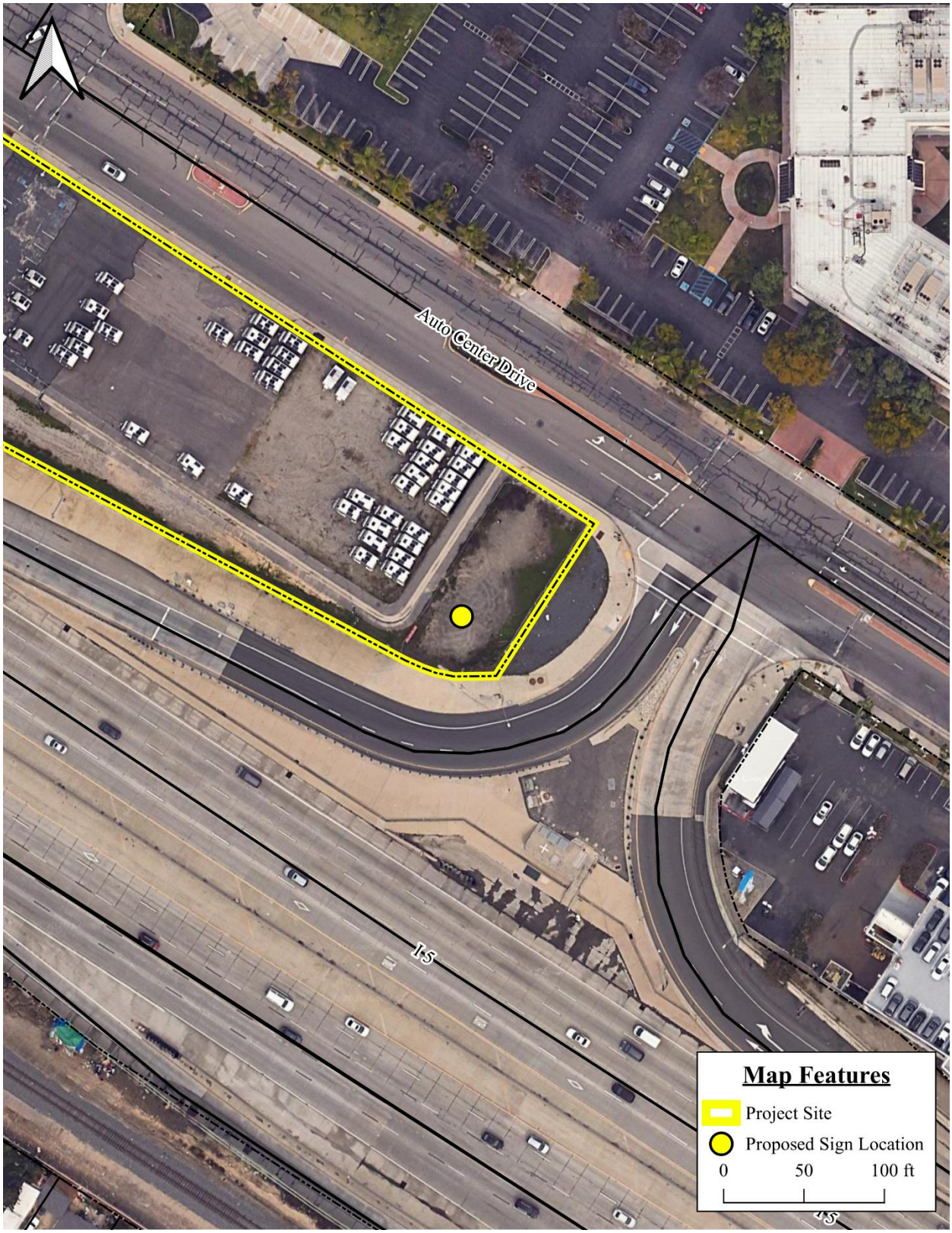


EXHIBIT 2-4 AERIAL MAP
SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

- No signs shall imitate or resemble any official traffic sign or shall signs obstruct any official signs;
- No signs shall be erected on rocks or other natural features;
- Sign display faces 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.

The Outdoor Advertising Act contains a number of provisions relating to the construction and operation of *digital* billboards which will be applicable to the proposed digital sign:

- The billboard must 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.[8]

[8] California regulates outdoor advertising in the Outdoor Advertising Act (Business and Professions Code, Sections 5200 et. seq.) and the California Code of Regulations, Title 4, Division 6 (Sections 2240 et seq.) Caltrans enforces the law and regulations.

2.4 ENVIRONMENTAL SETTING

The larger 2.3-acre project site in which new electronic billboard would be located is currently undergoing development with an approximately 34,022 square-foot, three-story auto dealership containing a showroom, service garage, and parking decks with associated car wash for Simpson Cadillac. The site is located on the southeast corner of Western Avenue and Auto Center Drive within the *Auto Center Specific Plan (ACSP) Sub-District A-1*. The surrounding properties include the I-5 Freeway to the south, various car dealerships to the west and east, and commercial buildings to the north. Existing uses found in the vicinity of the project site are summarized below:

- *North of the Project Site*. Auto Center Drive extends across the north side of the project site. This area is zoned *Auto Center Specific Plan (ACSP) Sub-District A-1* and has a General Plan Designation of *Commercial*.
- *South of the Project Site*. The Santa Ana Freeway (I-5) ROW extends along the project site's south side.
- *West of the Project Site*. A vehicle parking lot occupies this area. This area is zoned *Auto Center Specific Plan (ACSP) Sub-District A-1* and has a General Plan Designation of *Commercial*.
- *East of the Project Site*. The I-5 Ramps for Auto Center Drive are located to the east of the site. This area is zoned *Auto Center Specific Plan (ACSP) Sub-District A-1* and has a General Plan Designation of *Commercial*.

The environmental setting is summarized in Table 2-1.

TABLE 2-1 SUMMARY OF ENVIRONMENTAL SETTING

Project Element	Existing Use	Zoning	General Plan
Project Site	Vehicle parking lot	Auto Center Specific Plan (ACSP) Sub-District A-1	Commercial
North of Project Site	Vehicle parking lot	Auto Center Specific Plan (ACSP) Sub-District A-1	Commercial
West of Project Site	Vehicle parking lot	Auto Center Specific Plan (ACSP) Sub-District A-1	Commercial
South of Project Site	Vehicle parking lot	Auto Center Specific Plan (ACSP) Sub-District A-1	Commercial
East of Project Site	I—5 Freeway Ramp	Auto Center Specific Plan (ACSP) Sub-District A-1	Commercial

Source: Blodgett Baylosis Environmental Planning

2.5 PROJECT DESCRIPTION

The City of Buena Park is reviewing an application to install and operate a new digital sign along the I-5 Freeway in the City of Buena Park. The project elements are summarized below:

- *Site Plan*. The proposed development would involve the construction of a new digital billboard. The billboard would be located approximately 40 feet west of the east property line and approximately 30 feet north of the south property line which borders the freeway on-ramp. The sign would be located approximately 100 feet to the north of the Santa Ana Freeway.
- *Sign*. The proposed billboard would be a new 20-foot by 60-foot LED "V" shaped billboard. Two 20-foot by 60-foot LED sign faces would be angled towards each other in a "V" shape to allow visibility to drivers traveling along Interstate 5 (I-5). The display boards would consist of 15.85 mm full color high resolution digital LED displays. The sign faces would be attached to a column

consisting of fabricated aluminum over a steel support. The maximum height of the billboard would be 90 feet. The physical characteristics of the proposed project are summarized in Table 2-2.

TABLE 2-2 SUMMARY OF PROPOSED PROJECT

Project Element	Description
Site Area (installation only)	60 ft. x 20 ft.
Sign Area (per sign)	1,200 square feet
Sign Faces	2
Height	90 feet

Source: EMI Advertising

- *Installation*. Initially, the footings for the electronic sign structure would be completed. The estimated column depth for the electronic sign's support would 30 feet and the diameter would be 5 1/2 feet. This results in an export of between 28 to 144 cubic yards of dirt for the electronic sign (i.e., with a 2 feet pad added to the 30 feet deep column, the size of the footing would be 32 feet by 5.5 feet). In addition to the drilling rig, the construction team would use a skip loader (bucket truck), dump truck for soil export, and water truck as needed to water down dust. Any excavated areas are required to be fully covered. The construction crew would then install the sign column and then pour the concrete. The crew would utilize a crane truck, a flatbed truck (to carry in the prefabricated columns), and a concrete truck. A fast-setting concrete is utilized, allowing the concrete to cure overnight. The crew would then erect the sign supports and the signs. For this construction activity, a crane truck is utilized and a flatbed truck is required to transport the structure and sign faces. The electrical connections would then be installed.

2.5 DISCRETIONARY ACTIONS

A Discretionary Decision is an action taken by a government agency (for this project, the government agency is the City of Buena Park) that calls for an exercise of judgment in deciding whether to approve a project. This project will require the following discretionary approvals:

- The adoption of the newly proposed Billboard Ordinance amendments to Title 19 of the City's municipal code; and,
- The approval of the Negative Declaration.

The following discretionary approvals are required for the installation of any future billboard:

- The approval of a *Development Agreement* for the proposed billboard sign installation;
- The approval of a *Sign Permit* for the proposed billboard sign installation; and,
- The approval of a *Building Permit* for the proposed billboard sign installation.

Other permits required for the project will include, but may not be limited to, permits for new utility connections.

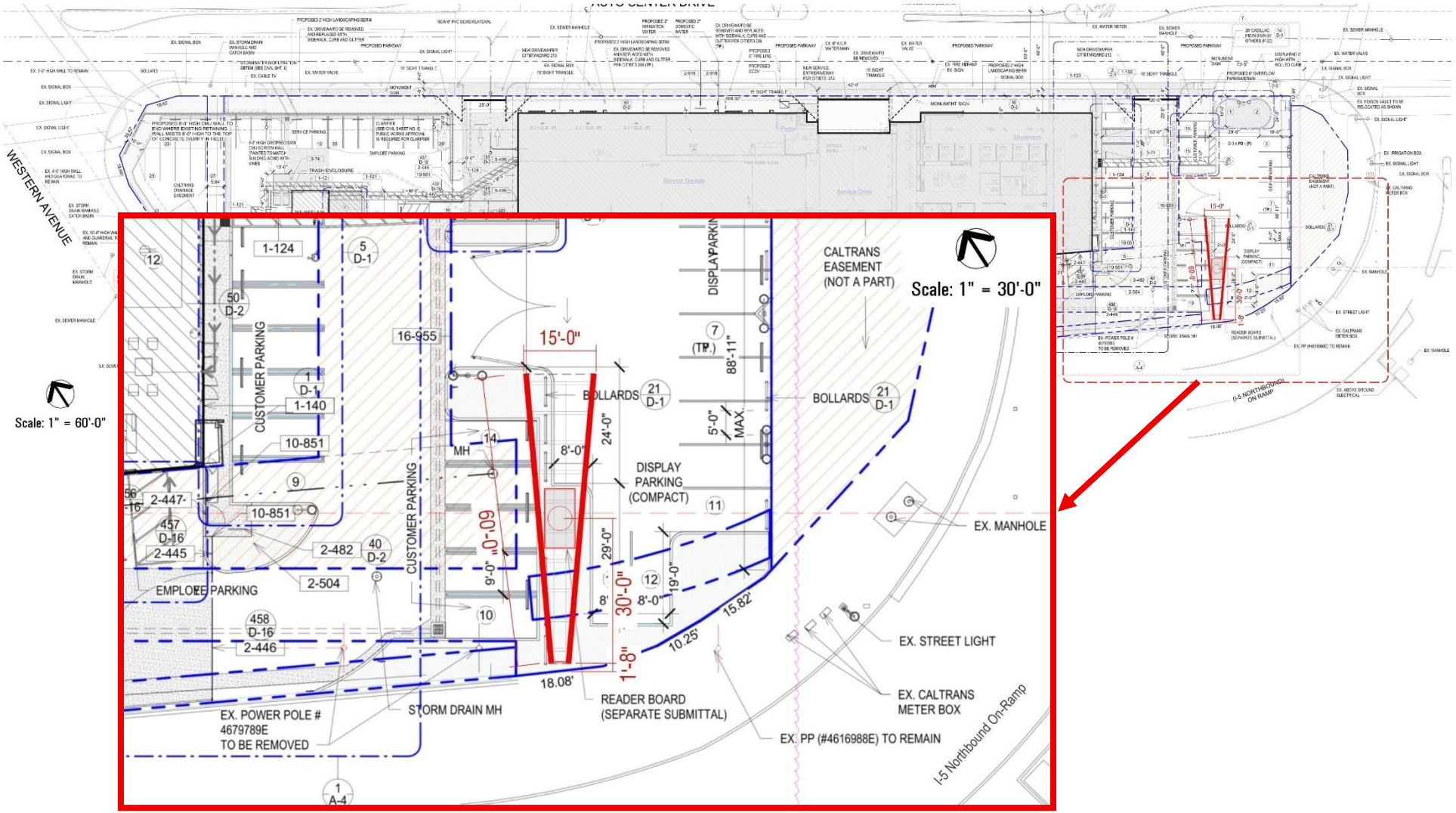


EXHIBIT 2-5 SITE PLAN
SOURCE: YESCO USA INC.

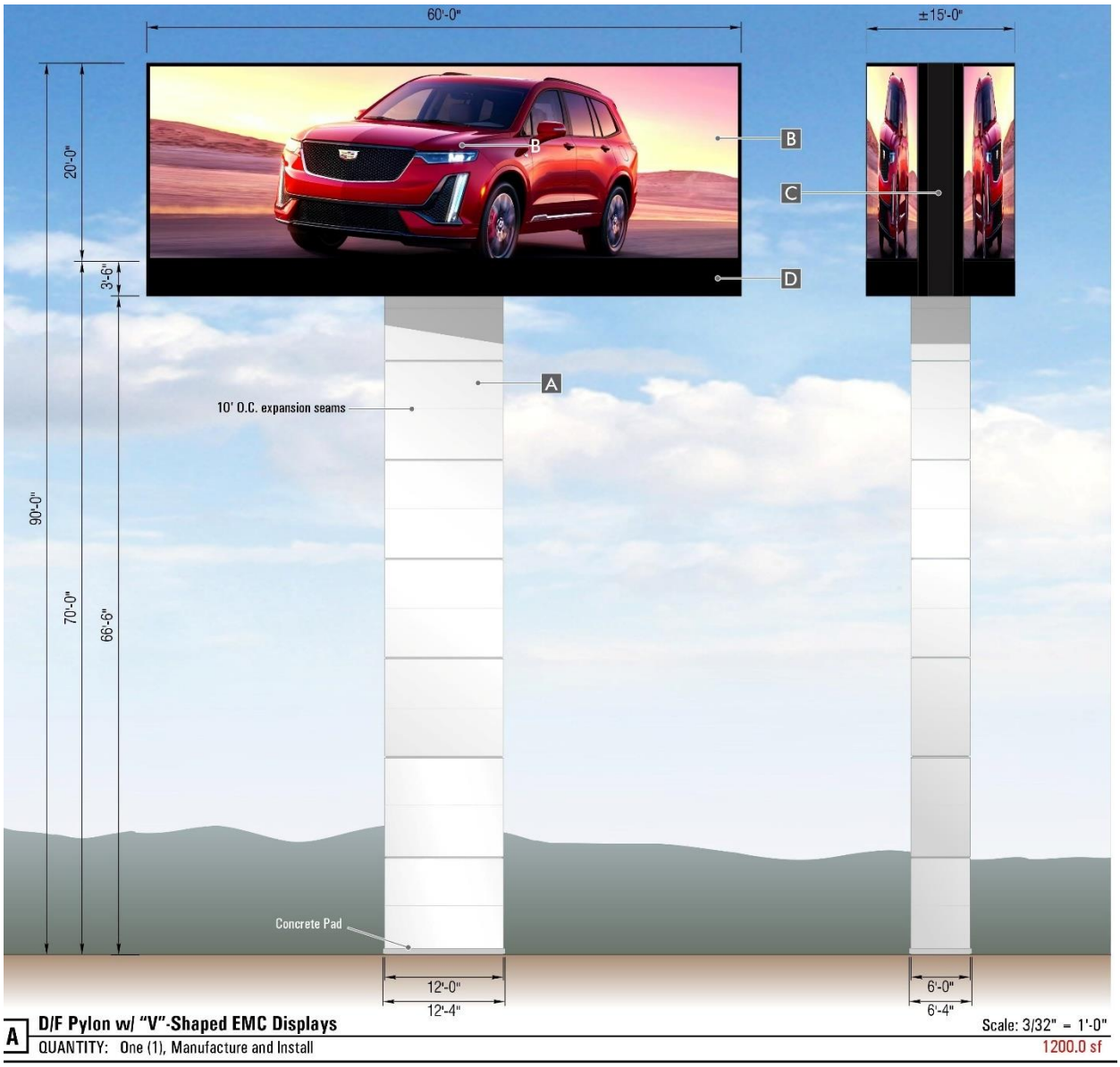
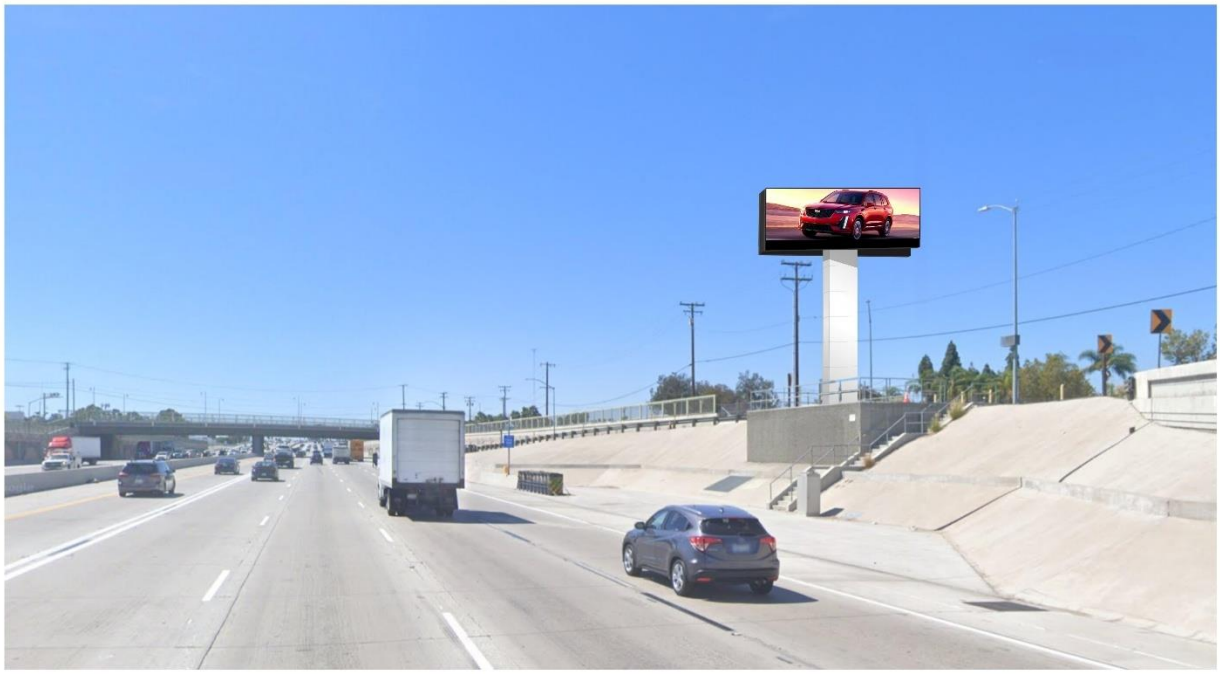


EXHIBIT 2-6 SIGN ELEVATIONS

SOURCE: YESCO USA INC.



Northbound I-5 Freeway

Southbound I-5 Freeway

EXHIBIT 2-7 SIGN RENDERS

SOURCE: YESCO USA INC.

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SECTION 3 ENVIRONMENTAL ANALYSIS

3.1 AESTHETICS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project have a substantial adverse effect on a scenic vista?				✖
B. Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?				✖
C. Would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a 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?			✖	
D. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✖	

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

A project may be deemed to have a significant adverse aesthetic impact if it results in any of the following:

- An adverse effect on a scenic vista;
- Substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway;
- A substantial degradation of the existing visual character or quality of the site and its surroundings; or,
- A new source of substantial light and glare that would adversely affect daytime or night-time views in the area.

The evaluation of aesthetics and aesthetic impacts is generally subjective, and it typically requires the identification of key visual features in the area and their importance. The characterization of aesthetic impacts involves establishing the existing visual characteristics including visual resources and scenic vistas that are unique to the area. Visual resources are determined by identifying existing landforms (e.g., topography and grading), views (e.g., scenic resources such as natural features or urban characteristics), and existing light and glare characteristics (e.g., nighttime illumination). Changes to the existing aesthetic environment associated with the proposed project's implementation are identified and *qualitatively* evaluated based on the proposed modifications to the existing setting and the viewers' sensitivity. The project-related impacts are then compared to the context of the existing setting, using the threshold criteria discussed above.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project affect a scenic vista? ● No Impact.*

The City of Buena Park is located on the westernmost edge of Orange County. The City is located approximately 19 miles southeast of downtown Los Angeles and approximately 11 miles northwest of the City of Santa Ana. Buena Park is bounded by the City of Fullerton and Anaheim to the east, the City of La Mirada to the north, the City of Cerritos, La Palma, and Cypress to the west, and bounded by the City of Anaheim and Cypress to the south. Regional access to Buena Park is possible from two freeways: I-5, which passes through the City in a north-south orientation, and State Route (SR) 91, which extends east-west through the center of the City. The five Billboard Ordinance Zone (BOZ) sites are located next to major freeways with no natural scenic vistas in the surrounding areas of the proposed project. In addition, the proposed billboards will be required to comply with the following requirements:[9]

- *Minimum distances*. The minimum distance between two billboards, shall be 1,000 feet if placed within 200 feet of the freeway right of way or if it is primarily oriented to the freeway and placed greater than 200 feet from the freeway right of way. The minimum distance between two billboards shall be 500 feet if placed on the street at a location that is greater than 200 feet from the freeway right of way, provided the billboards are not primarily oriented toward the freeway.
- *Utilities*. All utilities for each billboard shall be underground.
- *Face orientation*. No billboard shall have more than one face (display surface) oriented in the same vertical plane.
- *Screening*. All new billboard structures shall be free of any visible bracing, angle iron, guy wires, cable, and/or similar supporting elements. All exposed portions of billboards, including backs, sides, structural support members, and support poles, shall be screened to the satisfaction of the Director of Community Development.
- *Residential Zones*. All billboards shall be placed at least 100 feet from any residential zone. The measurement is from the closest edge of the billboard to the closest edge of the residential zone.

The aforementioned requirements will be effective in reducing any potentially significant impacts. *As a result, no impacts would occur.*

B. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? ● No Impact.

The City of Buena Park General Plan does not include any designated scenic corridors. In addition, there are no scenic trees, rock outcroppings, and historic structures located on-site. The landscaping present on-site includes grasses, shrubbery, and trees. The project site has been improved with two cell towers. Lastly, the project sites do not contain any buildings listed in the State or National register (refer to Section 3.5). According to the California Department of Transportation, the nearest state scenic highway is located approximately 13.6 miles southeast of the project site. *As a result, no impacts on scenic resources would occur.*

[9] Buena Park, City of, *Draft Ordinance of the City of Buena park Establishing a Billboard Overlay Zone Including Billboard Sign Standards for Commercial and Industrial Zones, and Amending Title 19 of the Buena Park Municipal Code*. November 2014.

C. *Except as provided in Public Resources Code Section 21099, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from a 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 currently developed on site located next to the I-5 Freeway. The project's compliance with the design standards for billboards within the *Freeway Overlay* as shown in Table 3-1.

TABLE 3-1 ZONING COMPLIANCE

Project Element	Standard	Project
Sign Area	-	1,200 sq. ft. (per face)
Height	-	90 ft.
Distance from Freeway	200 ft. maximum	100 ft.
Distance from Residential Zones	100 ft. minimum	165 ft.
Faces	2	2
Opening Angle	-	22°
Poles	1	1
Distance from other Billboards	1,000 ft. minimum	2,400 ft.

Source: City of Buena Park

The proposed billboard sign will not degrade the existing visual character and quality of the site and the surroundings as long as the maintenance standards included in the Billboard Ordinance is adhered to. The pertinent standard conditions are listed below:

- All billboards will be maintained in good condition and working order at all times, and free of graffiti, peeling paint, faded colors, and/or broken and damaged materials. All damaged and/or non-working portions of the digital face or module must be replaced within seven calendar days.
- Maintenance, repair, and other related operations of billboards shall not encroach onto any public rights-of-way, except as may be approved by the City through an agreement.
- When a billboard is defaced with graffiti, the sign owner shall remove the graffiti within the amount of time prescribed in the Ordinance and pursuant to other graffiti removal regulations.

Adherence to the required standard conditions will reduce potential impacts to levels that are less than significant.

D. *Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? ● Less than Significant Impact*

An electronic display billboard is a large screen made up of LED (light emitting diode) bulbs which are arranged and timed to create static, changing or full motion text and images. The State Law does not allow for any digital messages to change (or cycle) faster than 4 seconds. The industry standard is to run eight advertising spots, 8 seconds each for a 64-second loop. The new sign's luminosity would adhere to the Outdoor Advertising Association of America (OAAA) luminosity policy of not exceeding a brightness of 0.3 footcandles above the ambient light. The new sign would feature light-emitting diode ("LED") displays. As opposed to incandescent signs, LED signs are highly directional, which is an advantage in an urban setting

since the light can be directed more precisely to the intended audience. Light measurements are completed in foot-candles. A foot-candle is the amount of light produced by a single candle when measured from one foot away. For reference, a 100-watt light bulb produces 137 foot-candles at one foot away, 0.0548-foot-candles at 50 feet and 0.0137 foot-candles at 100 feet. Table 3-2 represents the total increase in ambient light produced by the sign under typical operation at night.

TABLE 3-2 INCREASE IN AMBIENT LIGHT FROM PROPOSED SIGN (FOOT-CANDLES)

Distance from Sign	0 Degrees	20 Degrees	40 Degrees	60 Degrees	75 Degrees
100 feet	0.1171	0.0966	0.0652	0.0295	0.0059
200 feet	0.0293	0.0241	0.0163	0.0074	0.0015

Source: Watchfire Signs
Light values in foot-candles at night under typical operation

The ambient light increases would be less than shown in the table since they fail to consider any objects blocking the line-of-sight to the sign. Obstructions such as trees would further reduce real world overall ambient light increases. In addition to obstructions, any existing light within the area will further diminish any light increase. Given the above comparisons and measurements, the area will see an almost undetectable difference in ambient light after installation of the LED displays. Ambient light levels are more heavily impacted by street, building and landscape lights than the increases produced by an LED display. Furthermore, the new sign would be required to include a photometric sensor that will adjust the intensity of the sign for daytime and nighttime viewing. The photometric sensor will be part of the electronic sign plans. To ensure that new lighting does not interfere with adjacent traffic, the new billboards will be required to comply with the following regulations included in the Draft City of Buena Park Billboard Ordinance:[10]

- *(Subsection F, Operational Requirements No 4).* Each digital 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 350 feet.
- *(Subsection F, Operational Requirements No 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.
- *(Subsection F, Operational Requirements No 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.
- *(Subsection F, Operational Requirements No 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.[11]

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 U.S.C. 131), the

[10] City of Buena Park. *Ordinance No. 1036 (An Ordinance of the City of Buena Park Relating to the Standards for the Standards for the Installation of Bill boards on Certain Properties in the City)*. 2013.

[11] Ibid.

California Outdoor Advertising Act, and the California Vehicle Code. *Conformance to the above regulations will reduce the potential light and glare impacts to levels that are less than significant*

MITIGATION MEASURES

The analysis determined that the proposed project would not result in any significant adverse impacts. As a result, no mitigation is required.

3.2 AGRICULTURE & FORESTRY RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural uses?				✖
B. Would the project conflict with existing zoning for agricultural uses, or a Williamson Act Contract?				✖
C. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				✖
D. Would the project result in the loss of forest land or conversion of forest land to a non-forest use?				✖
E. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to a non-forest use?				✖

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

A project may be deemed to have a significant impact on agriculture resources if it results in any of the following:

- The conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide importance;
- A conflict with existing zoning for agricultural use or a Williamson Act Contract;
- A conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §4526), or zoned timberland production (as defined by Government Code §51104[g]);
- The loss of forest land or the conversion of forest land to a non-forest use; or,
- Changes to the existing environment that due to their location or nature may result in the conversion of farmland to non-agricultural uses.

The California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) was established in 1982 to track changes in agricultural land use and to help preserve areas of Important Farmland. It divides the state's land into eight categories of land use designation based on soil quality and existing agriculture uses to produce maps and statistical data. These maps and data are used to help

preserve productive farmland and to analyze impacts on farmland. Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance are all Important Farmland and are collectively referred to as Important Farmland in this analysis. The highest rated Important Farmland is Prime Farmland. The California Land Conservation Act of 1965, or the Williamson Act, allows a city or county governments to preserve agricultural land or open space through contracts with landowners. The County has areas that are currently agriculture preserves under contract with San Bernardino County through the Williamson Act of 1965. Contracts last 10 years and are automatically renewed unless a notice of nonrenewal is issued.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? ● No Impact.*

The project area is located in the midst of an urban area. According to the California Department of Conservation, the project site is located on Urban and Built-Up land. The sites' current zoning designation does not permit agricultural uses (refer to Section 3.11, Land Use and Planning). *As a result, no impacts on prime farmland soils would occur.*

B. *Would the project conflict with existing zoning for agricultural use or a Williamson Act Contract? ● No Impact.*

According to the California Department of Conservation Division of Land Resource Protection, the project site is not subject to a Williamson Act Contract. *As a result, no impacts on existing Williamson Act Contracts would occur.*

C. *Would the project conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code Section 4526), or zoned timberland production (as defined by Government Code § 51104[g])? ● No Impact.*

The project site is located in the midst of an urban area and no forest lands are located within the City. The General Plan and zoning designations applicable to the project site do not provide for any forest land preservation. *No impacts on forest land or timber resources would result.*

D. *Would the project result in the loss of forest land or the conversion of forest land to a non-forest use? ● No Impact.*

No forest lands are found within the City nor does the applicable land use designations provide for any forest land protection. Furthermore, no loss or conversion of existing forest lands will result from the proposed project's implementation. *As a result, no impacts would occur.*

E. *Would the project involve other changes in the existing environment that, due to their location or nature, may result in conversion of farmland to non-agricultural use? ● No Impact.*

No agricultural activities or farmland uses are located in the City or within the project area. The proposed project will not involve the conversion of any existing farmland area to an urban use. *As a result, no impacts would occur.*

MITIGATION MEASURES

The analysis of agricultural and forestry resources indicated that no significant adverse impacts on these resources would occur as part of the proposed project's implementation. As a result, no mitigation is required.

3.3 AIR QUALITY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project conflict with or obstruct implementation of the applicable air quality plan?				✖
B. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			✖	
C. Would the project expose sensitive receptors to substantial pollutant concentrations?			✖	
D. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?				✖

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

A project will normally be deemed to have a significant adverse environmental impact on air quality, if it results in any of the following:

- A conflict with the obstruction of the implementation of the applicable air quality plan;
- A cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable Federal or State ambient air quality standard;
- The exposure of sensitive receptors to substantial pollutant concentrations; or,
- The creation of objectionable odors affecting a substantial number of people.

The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for criteria pollutants. These criteria pollutants include the following:

- *Ozone (O_3)* is a nearly colorless gas that irritates the lungs, damages materials, and vegetation. O_3 is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).
- *Carbon monoxide (CO),* a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain, is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust.

- *Nitrogen dioxide (NO_2)* is a yellowish-brown gas, which at high levels can cause breathing difficulties. NO_2 is formed when nitric oxide (a pollutant from burning processes) combines with oxygen.
- *PM_{10} and $PM_{2.5}$* refers to particulate matter less than ten microns and two and one-half microns in diameter, respectively. Particulates of this size cause a greater health risk than larger-sized particles since fine particles can more easily be inhaled.

There are daily and quarterly emissions thresholds for the construction and operation of a proposed project that have been established by the SCAQMD. Projects in the South Coast Air Basin (SCAB) generating construction-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA:

- 75 pounds per day of reactive organic compounds;
- 100 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM_{10}; or,
- 150 pounds per day of sulfur oxides.

A project would have a significant effect on air quality if any of the following long-term (operational) emissions thresholds for criteria pollutants are exceeded:

- 55 pounds per day of reactive organic compounds;
- 55 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM_{10}; or,
- 150 pounds per day of sulfur oxides.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project conflict with or obstruct implementation of the applicable air quality plan? ● No Impact.*

Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP). The most recent AQMP was adopted in 2022 and was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG). The primary criteria pollutants that remain non-attainment in the local area include $PM_{2.5}$ and Ozone. Specific criteria for determining a project's conformity with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA Air Quality Handbook. The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP:

- *Consistency Criteria 1* refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation.
- *Consistency Criteria 2* refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.

In terms of Criteria 1, the proposed project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers to be a significant adverse impact (refer to the analysis included in the next section where the long-term stationary and mobile emissions for the proposed project are summarized in Table 3-4. The proposed project would not lead to any population growth or employment growth due to the nature of the project therefore, the proposed project will not violate Consistency Criteria 2. *As a result, no impacts related to the implementation of the AQMP would occur.*

B. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation? ● Less than Significant Impact.

According to the SCAQMD, any project is significant if it triggers or exceeds the SCAQMD daily emissions threshold identified previously and noted at the bottom of Tables 3-3 and 3-4. The proposed project's construction and operation would not lead to a violation of the above-mentioned criteria. The electronic sign installation will occur over a three- to five-day period. As shown in Table 3-3, daily construction emissions would not exceed the SCAQMD thresholds of significance. The short-term construction emissions would be limited to those emissions generated during the electronic sign installation. The support structure, sign faces, and the ancillary equipment are manufactured off-site and would be assembled at the installation sites. The analysis of daily construction and operational emissions was prepared utilizing the California Emissions Estimator Model (CalEEMod V.2022.1.1.46).

TABLE 3-3 ESTIMATED DAILY CONSTRUCTION EMISSIONS

Construction Phase	ROG	NOx	CO	SO2	PM10	PM2.5
Maximum Daily Emissions	0.55	4.87	7.97	0.01	0.26	0.15
Daily Thresholds	75	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Source: CalEEMod Version 2022.1.1.46

Long-term emissions refer to those air quality impacts that would occur once the proposed project has been constructed and is operational. These impacts would continue over the operational life of the project. The two main sources of operational emissions include mobile emissions and area emissions related to off-site electrical generation. The analysis of long-term operational impacts summarized in Table 3-4 also used the CalEEMod V.2022.1.1.46 computer model. The analysis summarized in Table 3-4 indicates that the operational (long-term) emissions would be below the SCAQMD daily emissions thresholds.

TABLE 3-4 ESTIMATED OPERATIONAL EMISSIONS IN LBS./DAY

Emission Source	ROG	NOx	CO	SO2	PM10	PM2.5
Maximum Daily Emissions (lbs./day)	Negl.	Negl.	Negl.	Negl.	Negl.	Negl.
Daily Thresholds	55	55	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Source: CalEEMod Version 2022.1.1.46

The analysis presented in Tables 3-3 and 3-4 reflects projected emissions that are typically higher during the summer months and represent a worse-case scenario. As indicated in Tables 3-3 and 3-4, the impacts are considered to be less than significant. In addition, the SCAQMD Rule Book contains numerous regulations governing various activities undertaken within the district. Among these regulations is Rule 403.2 – Fugitive Dust Control for the South Coast Planning Area, which was adopted in 1996 for the purpose of controlling fugitive dust. Adherence to Rule 403.2 regulations is required for all projects undertaken

within the district. Future construction truck drivers must also adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel-powered vehicles to less than five minutes. Adherence to the aforementioned standard condition would minimize odor impacts from diesel trucks. Adherence to Rule 403 Regulations and Title 13 - §2485 of the California Code of Regulations would further reduce the potential impacts. *As a result, the impacts would be less than significant.*

C. *Would the project expose sensitive receptors to substantial pollutant concentrations? ● Less than Significant Impact.*

According to the SCAQMD, residences, schools, daycare centers, playgrounds, and medical facilities are considered sensitive receptor land uses. The nearest sensitive receptors are single-family homes located approximately 320 feet to the south of the project site, across I-5. As a result, the sensitive receptors would not be within the localized significant threshold area. Adherence to additional mandatory Rule 403 regulations would reduce fugitive dust emissions by approximately 50% to levels that are less than significant. Rule 403 requires that temporary dust covers be used on any piles of excavated or imported earth to reduce wind-blown dust. In addition, all clearing, earthmoving, or excavation activities must be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of fugitive dust. *Following the mandatory regulations, the project impacts would be less than significant.*

D. *Would the project create objectionable odors affecting a substantial number of people? ● No Impact.*

The SCAQMD has identified those land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding. The proposed project involves the installation and operation of a digital billboard and is not anticipated to create any objectionable odors. *As a result, no impacts would occur.*

MITIGATION MEASURES

The proposed project's air quality impacts are not considered to be a significant adverse impact. As a result, no mitigation is required.

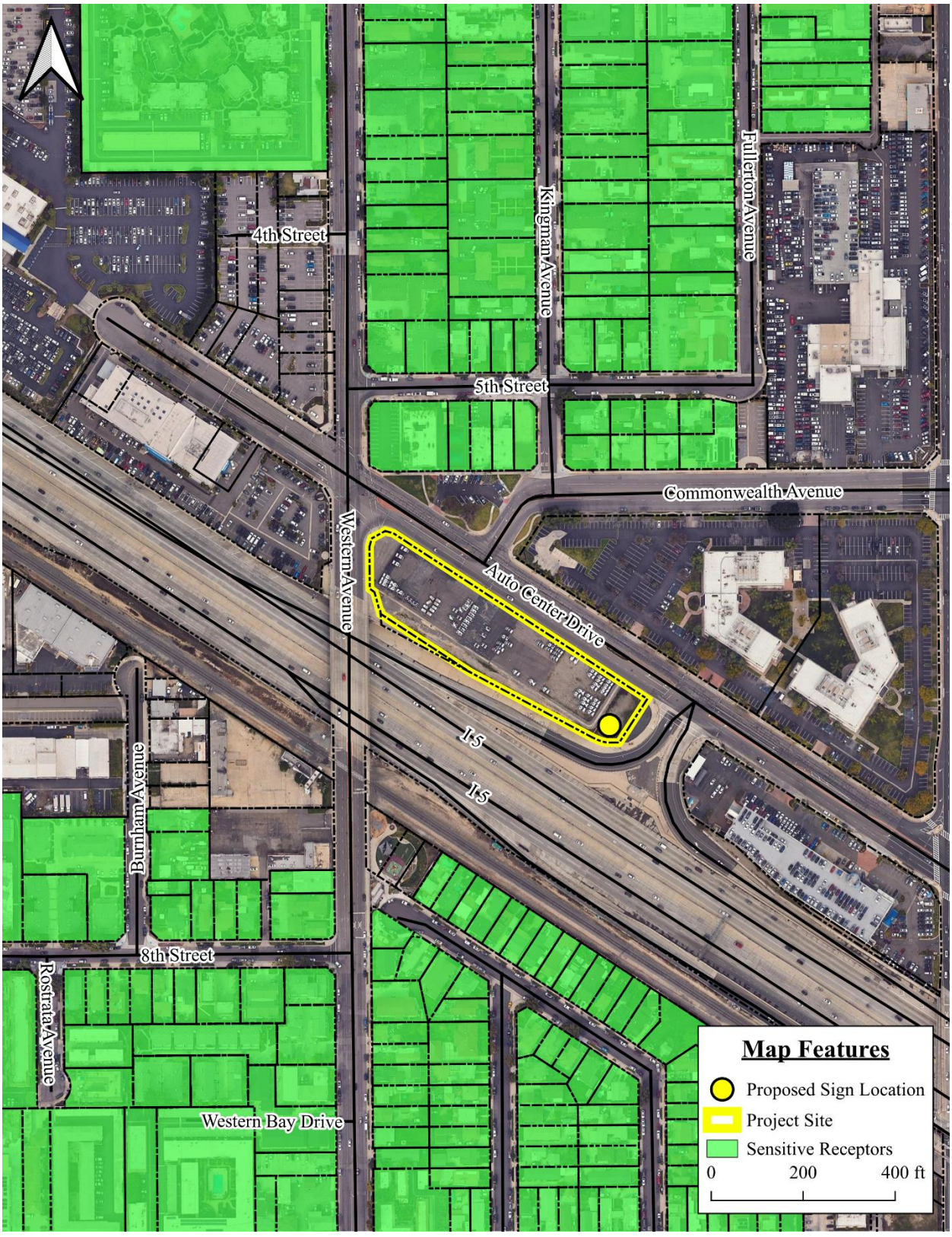

EXHIBIT 3-1 SENSITIVE RECEPTORS

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

3.4 BIOLOGICAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				✖
B. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			✖	
C. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✖
D. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites?				✖
E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✖
F. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?				✖

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

A project may be deemed to have a significant adverse impact on biological resources if it results in any of the following:

- 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 the U.S. Fish and Wildlife Service;
- A substantial adverse effect on any riparian habitat or other sensitive natural plant community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;
- A substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means;
- A substantial interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites;

- A conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or,
- A conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

Sensitive biological resources include a variety of plant and animal species that are specialized and endemic to a particular habitat type. Due to loss of habitat, some of these species have been designated by either, or both, the federal and state government resource agencies as threatened or endangered. Species listed as threatened include those whose numbers have dropped to such low levels and/or whose populations are so isolated that the continuation of the species could be jeopardized. Endangered species are those with such limited numbers or subject to such extreme circumstances that they are considered in imminent danger of extinction. Other government agencies and resource organizations also identify sensitive species, those that are naturally rare and that have been locally depleted and put at risk by human activities. While not in imminent danger of jeopardy or extinction, sensitive species are considered vulnerable and can become candidates for future listing as threatened or endangered.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? ● No Impact.*

The installation area would directly affect a six-by-six area in a vacant portion of the site. No vegetation or street trees would be affected. As a result, no birds protected under the California Department f Fish and Wildlife (CDFW) or Migratory Bird Treaty Act (MBTA) would be harmed. Given the urban context of the site which does not provide suitable habitat for special status species, impacts to special-status species or nesting birds. *As a result, no impacts would result.*

B. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? ● Less than Significant Impact.

Due to the current state of the installation site and the level of development in the surrounding area, the installation site does not offer a suitable habitat for any species. There are no local or regional plans, policies, or regulations that identify any riparian habitat or other sensitive natural community at or adjacent to the installation sites nor does the California Department of Fish and Wildlife identify any such habitat. *As a result, less than significant impacts on natural or riparian habitats would result.*

C. *Would the project have a substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? ● No Impact.*

The installation site and sites and the adjacent developed properties do not contain any natural wetland and/or riparian habitat. No natural "blue line" streams are located within or adjacent to the installation

site.[12] As a result, the proposed project will not impact any protected wetland area or designated blue-line stream. *As a result, the proposed project would not impact any protected wetland area.*

D. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites? ● No Impact.*

As indicated previously, the project site is located in the midst of an urban area next to the I-5 Freeway, and there are no natural bodies of water located in the vicinity of the project site. In addition, there are no bodies of water that could provide a habitat for migratory birds. Constant disturbance (noise and vibration) from vehicles traveling on the adjacent I-5 Freeway further limits the installation site's utility as a migration corridor. The aforementioned conditions restrict the site's utility as a migration corridor because the site lacks adequate suitable habitat for migratory species. *As a result, no impacts will occur.*

E. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? ● No Impact.*

The installation site and the adjacent developed properties do not contain any natural vegetation or street trees. The proposed project would not affect the aforementioned trees. *As a result, no impacts would occur.*

F. *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan? ● No Impact.*

According to the Conservation Plans and Agreements Database, no Habitat Conservation Plans or Natural Community Conservation Plans are applicable to the proposed project. Therefore, no conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan will occur. *As a result, no impacts would occur. As a result, no impacts would occur.*

MITIGATION MEASURES

The analysis determined that no mitigation measures would be required.

[12] United States Geological Survey. *Buena Park 7½ Minute Quadrangle.* Release Date March 25, 1999.

3.5 CULTURAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?				✖
B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			✖	
C. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?			✖	

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

A project will normally have a significant adverse impact on cultural resources if it results in any of the following:

- A substantial adverse change in the significance of a historical resource as defined in §15064.5 of the State CEQA Guidelines;
- A substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the State CEQA Guidelines;
- The disturbance of any human remains, including those interred outside of formal cemeteries.

To be considered eligible for the National Register, a property must meet the *National Register Criteria for Evaluation*. This evaluation involves the examination of the property's age, integrity, and significance. A property may be historic if it is old enough to be considered historic (generally considered to be at least 50 years old and appearing the way it did in the past). Significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements. Ordinarily, properties that have achieved significance within the past 50 years are not considered eligible for the National Register.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the State CEQA Guidelines? ● No Impact.*

A review of the California State Parks Office of Historic Preservation, California Historical Resources website indicates that there are no registered historic sites in the City. There are no structures located in the City of Buena Park that are included in the National Register of Historic Structures. However, the Old Maizeland School is registered with the California Office of Historic Preservation as California Historical Landmark No. 729. In addition, there are 14 other landmarks of regional significance noted by the Orange County Historical Commission and several landmarks of local interest.[13] BOZ Site No. 2 is located near the

[13] City of Buena Park. *City of Buena Park General Plan Final EIR* City of Buena Park. Certified September 2010.

Warren Building. The Warren Building, located at 6555 Beach Boulevard, south of the Southern Pacific Railroad, was named after pioneer George Warren. A portion of the building was constructed circa 1900.[14] The implementation of the proposed sign installation will not lead to any direct impacts on this building. *As a result, no impacts would occur.*

B. *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the State CEQA Guidelines? ● Less than Significant Impact.*

The Gabrielino Indians have been indigenous to Southern California for 7,000 years.[15] A record search conducted at the Archaeological Information Center at the University of California Los Angeles as part of the recent General Plan Update indicated the possibility of a prehistoric resource site extending into the City's northwest boundary (also incorporated into the Ralph B. Clark Regional Park), near the Bellehurst neighborhood. The Archaeological Information Center has not confirmed whether the archaeological site is within the boundaries of Buena Park.[16] Additionally, the Native American Heritage Commission (NAHC) conducted a record search of its Sacred Lands File (SLF) for the affected project area (APE) (i.e., the City of Buena Park). The NAHC SLF search did not indicate the presence of Native American cultural resources within a 0.5 mile radius of the City, with the exception of Native American cultural resources identified within the La Habra USGS Quadrangle. These resources are located in the City of La Habra, and thus, are outside of the Buena Park City limits. The estimated column depth for the electronic sign's support will be 42 feet and the diameter will be 7 feet. This results in an export of 61 cubic yards of dirt for the electronic sign. Prior to the installation of the Shoemaker Overpass, the project site was level. The soils underlying the site and berm are fill. The amount of disturbance within the project site would be minimal. *The impacts would be less than significant.*

C. *Would the project disturb any human remains, including those interred outside of formal cemeteries? ● Less than Significant Impact.*

There are no cemeteries present on-site and in the surrounding areas. In the event that an un-recorded burial is encountered, conformance to the Health and Safety Code § 7050.5 will be required. The Code section requires the project to halt until the County coroner has made the necessary findings as to the origin and disposition of the remains pursuant to Public Resources Code § 5097.98. Should human remains or archaeological resources be encountered, all construction activities must stop and the Los Angeles County Sheriff must be contacted. CEQA Guidelines §15064.5 of CEQA also regulates the identification of significant archaeological resources and their salvage. This section of CEQA, among other things, incorporates provisions previously contained in Appendix K of the Guidelines. *The aforementioned equirements would reduce the impacts to levels that are less than significant.*

MITIGATION MEASURES

The analysis determined that no mitigation measures would be required.

[14] Ibid.
[15] Gabrielino-Tongva Tribe. *http://www.gabrielinotribe.org/TribalHistory/tribal_history.cfm*
[16] City of Buena Park. *City of Buena Park General Plan Final Enviro* City of Buena Park. Certified September 2010.

3.6 ENERGY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?			✖	
B. Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?				✖

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

A project will normally have a significant adverse impact on cultural resources if it results in any of the following:

- A potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation; or,
- A conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

Electrical service will be provided by the Southern California Edison (SCE) Company. The proposed townhome project will be required to comply with the latest energy standards that are required by the latest adopted California Title 24 Building Codes.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation? ● Less than Significant Impact.*

A number of variables will affect the potential power consumption of an electronic billboard including sign face size, resolution (how close pixels are spaced, also referred to as the diode density), how many LEDs (light emitting diodes) are in each pixel, the color capabilities of the board (tricolor or full color), the image being displayed and the time of day (day-time operation requires more power than night-time operation, as the lit image must compete with the brightness of the sun). The average annual energy consumption for LED billboards in the Los Angeles region is 61,032 kilowatt hours ("kWh"). For purposes of comparison, a typical single-family home in the U.S. will consume 11,040 kWh annually. According to the Applicant, the electronic sign will draw 50 amps, which translates to an annual usage of 52,560 kWh. Using these figures, the proposed electronic sign havs an annual energy consumption which is less than average for the Los Angeles region. However, this number may be lower depending on the many factors. The proposed electronic sign would use electrical energy and would be constructed pursuant to current electrical codes, including Title 24 of the State Building Code. In addition, the digital billboard would include a photometric sensor that will adjust the intensity of the sign for daytime and nighttime viewing. The installation of the electronic sign will not result in excessive energy consumption because the materials used in the construction of electronic sign are manufactured off-site and would be installed over a three- to five-day period. The off-site manufacturing of the electronic sign is not subject to this environmental analysis because it is not directly part of the on-site construction. The manufacturing of the electronic sign and

other construction materials are done off-site by a company contracted by the Applicant and their manufacturing processes are not subject to this CEQA analysis. Therefore, the proposed project will not result in wasteful, inefficient, or unnecessary consumption of energy during installation or operation. *As a result, the impacts would be less than significant.*

B. *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? ● No Impact.*

The proposed project as well as any future development within the remainder of the project site will be required to conform to all pertinent energy conservation requirements. The proposed electronic sign would use electrical energy and would be constructed pursuant to current electrical codes, including Title 24 of the State Building Code. In addition, the digital billboard would include a photometric sensor that will adjust the intensity of the sign for daytime and nighttime viewing. Therefore, the proposed project will not conflict with or obstruct the state's goal of promoting energy and lighting efficiency. *As a result, no impacts would occur.*

MITIGATION MEASURES

The analysis determined that no mitigation measures would be required.

3.7 GEOLOGY & SOILS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project, directly or indirectly, cause potential substantial adverse effects, including the risk of loss, injury, or death involving.				✖
i). Would the project, directly or indirectly, cause 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.				✖
ii). Would the project, directly or indirectly, cause Strong seismic ground shaking?			✖	
iii). Would the project, directly or indirectly, cause seismic-related ground failure, including liquefaction;			✖	
iv). Would the project, directly or indirectly, cause landslides?				✖
B. Would the project result in substantial soil erosion or the loss of topsoil?			✖	
C. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✖	
D. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?				✖
E. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?				✖
F. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✖	

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

A project may be deemed to have a significant adverse impact on the environment if it results in the following:

- The exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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), ground-shaking, liquefaction, or landslides;
- Substantial soil erosion resulting in the loss of topsoil;
- The exposure of people or structures to potential substantial adverse effects, including location on a geologic unit or a 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;
- Locating a project on an expansive soil, as defined in the California Building Code, creating substantial risks to life or property; or,
- Locating a project in, or exposing people to potential impacts, including 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.

Ground-shaking is the motion felt on the Earth's surface caused by seismic waves generated by the earthquakes, with the damage from ground-shaking being more severe near the epicenter of the earthquake. In order to combat the potential effects of ground-shaking, new structures would be constructed to meet the current building codes and, as a result, the impacts would be less than significant in terms of protecting life and property.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project, directly or indirectly, cause potential substantial adverse effects, including the risk of loss, injury, or death? ● No Impact*

i). *Would the project, directly or indirectly, cause rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; Refer to Division of Mines and Geology Special Publication 42. ● No Impact*

The City is located in a seismically active region with many major and minor local faults traverse the entire Southern California region. Earthquakes from several active and potentially active faults in the Southern California region could affect the proposed installation sites. The nearby faults are summarized below:

- *East Montebello Fault*. The East Montebello Fault is located approximately 5.15 miles northwest of the project sites.

- *Whittier-Elsinore Fault*. The Whittier fault extends over 20 miles from the Whittier Narrows area continuing southeasterly to the Santa Ana River where it merges with the southeasterly trending Elsinore fault. These two faults, combined with smaller faults, form the Whittier-Elsinore fault zone. The Whittier-Elsinore Fault is located approximately 4.9 miles northeast of the project sites.

In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake. The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The City of Buena Park is not on the list; therefore, no risk from potential fault rupture is anticipated. *Therefore, no impacts would occur.*

ii). *Would the project, directly or indirectly, cause strong seismic ground shaking? ●Less than Significant Impact.*

As previously mentioned, the City of Buena Park is located within a seismically active region and earthquakes from other nearby active faults could affect the project sites. The project would be required to construct all proposed structures in accordance with the 2025 California Building Code (CBC) and State Code to not expose substantial impacts associated with ground shaking. *As a result, the impacts would be less than significant.*

iii). *Would the project, directly or indirectly, cause seismic-related ground failure, including liquefaction? ● Less than Significant.*

According to the United States Geological Survey, liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. The potential for liquefaction generally occurs during strong ground shaking within granular loose sediments where the groundwater is usually less than 50 feet below the ground surface. The project would be required to construct all proposed structures in accordance with the 2025 California Building Code (CBC) and County Code to not expose substantial impacts associated with liquefaction. *As a result, the impacts would be less than significant.*

iv). *Would the project, directly or indirectly cause landslides? ● No Impact.*

According to the United States Geological Survey, a landslide is defined as the movement of a mass of rock, debris, or earth down a slope. The project site is not located within a landslide zone and is not immediately adjacent to hillsides. Therefore, the risk for landslides is considered negligible. A*s a result, no impacts would occur.*

B. *Would the project expose people or structures to potential substantial adverse effects, including substantial soil erosion or the loss of topsoil? ● Less than Significant Impact.*

The United States Department of Agriculture (USDA) Web Soil Survey was consulted to determine the nature of the soils that underlie the installation site. According to the Web Soil Survey, the installation site is underlain by Urban Land-Hueneme soils association. The estimated column depth for the electronic sign's support will be 42 feet and the diameter will be 7 feet. This results in an export of 61 cubic yards of dirt for each electronic sign. The amount of disturbance within the existing site would be minimal. *The potential impacts from soil erosion are expected to be less than significant.*

C. *Would the project expose people or structures to potential substantial adverse effects, including location on a geologic unit or a 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.*

Lateral spreading is a phenomenon that is characterized by the horizontal, or lateral, movement of the ground. Lateral spreading could be liquefaction-induced or can be the result of excess moisture within the underlying soils. As previously indicated, no liquefaction risk is present. Subsidence occurs via soil shrinkage and is triggered by a significant reduction in an underlying groundwater table, thus causing the earth on top to sink. Shrinking and swelling is influenced by the amount of clay present in the underlying soils. As previously mentioned, the proposed billboard would be subject to all applicable City and state building regulations, including the California Building Code to ensure that potential impacts are addressed. *As a result, the impacts would be less than significant.*

D. *Would the project result in or expose people to potential impacts, including location on expansive soil, as defined in Uniform Building Code (2010), creating substantial risks to life or property? ● No Impact.*

As previously mentioned, the proposed electronic sign will be subject to all applicable City and state building regulations, including the California Building Code to ensure that potential impacts are less than significant. *As a result, the impacts would be less than significant.*

E. *Would the project result in or expose people to potential impacts, including 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.*

No septic tanks will be used as part of proposed digital sign project. *As a result, no impacts associated with the use of septic tanks or alternative wastewater disposal systems will occur as part of the proposed project.*

F. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ● Less than Significant Impact.*

The estimated column depth for the electronic sign's support will be 42 feet and the diameter will be 7 feet. This results in an export of 61 cubic yards of dirt. The amount of disturbance within the project site would be minimal. *Adherence to Cultural Resources Mitigation Measure No.1 would result in less than significant impacts.*

MITIGATION MEASURES

The analysis determined that the proposed project would not result in any significant adverse impacts related to earth and geology. As a result, no mitigation measures are required.

3.8 GREENHOUSE GAS EMISSIONS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✖	
B. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✖	

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

A project may be deemed to have a significant adverse impact on greenhouse gas emissions if it results in any of the following:

- The generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and,
- The potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases.

The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler. However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels. These man-made GHG will have the effect of warming atmospheric temperatures with the attendant impacts of changes in the global climate, increased sea levels, and changes to the worldwide biome. The major GHG that influences global warming are described below.

- *Water Vapor*. Water vapor is the most abundant GHG present in the atmosphere. While water vapor is not considered a pollutant, it remains in the atmosphere and maintains a climate necessary for life. Changes in the atmospheric concentration of water vapor are directly related to the warming of the atmosphere rather than a direct result of industrialization. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. When water vapor increases in the atmosphere, more of it will eventually also condense into clouds, which are more able to reflect incoming solar radiation.
- *Carbon Dioxide (CO_2)*. The natural production and absorption of CO_2 is achieved through the terrestrial biosphere and the ocean. Human-made sources of CO_2 include the burning coal, oil, natural gas, and wood. Since the industrial revolution began in the mid-1700's, these activities have increased the atmospheric concentrations of CO_2. Emissions of CO_2 from fossil fuel combustion and industrial processes contributed about 78% of the total GHG emissions increase from 1970 to 2010, with a similar percentage contribution for the increase during the period 2000 to 2010.
- *Methane (CH_4)*. CH_4 is an extremely effective absorber of radiation, although its atmospheric concentration is less than that of CO_2. Methane's lifetime in the atmosphere is brief (10 to 12 years),

compared to some other GHGs (such as CO_2, N_2O, and Chlorofluorocarbons (CFCs). CH_4 has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other human-related sources of methane production include fossil-fuel combustion and biomass burning.

- *Nitrous Oxide (N_2O).* Concentrations of N_2O also began to increase at the beginning of the industrial revolution. In 1998, the global concentration of this GHG was documented at 314 parts per billion (ppb). N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is also commonly used as an aerosol spray propellant.
- *Chlorofluorocarbons (CFC).* CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the Earth's surface). CFCs have no natural source but were first synthesized in 1928. It was used for refrigerants, aerosol propellants, and cleaning solvents.
- *Hydrofluorocarbons (HFC).* HFCs are synthetic man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential. HFCs are human-made and used for applications such as automobile air conditioners and refrigerants.
- *Perfluorocarbons (PFC).* PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above Earth's surface are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF_4) and hexafluoroethane (C_2F_6). Concentrations of CF_4 in the atmosphere are over 70 ppt. The two main sources of PFCs are primary aluminum production and semiconductor manufacturing.
- *Sulfur Hexafluoride (SF_6).* SF_6 is an inorganic, odorless, colorless, nontoxic, nonflammable gas. SF_6 has the highest global warming potential of any gas evaluated; 23,900 times that of CO_2. Concentrations in the 1990s where about 4 ppt. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

ENVIRONMENTAL ANALYSIS

A. *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? ● Less than Significant Impact.*

The State of California requires CEQA documents to do an evaluation of greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO2), methane (CH4), and nitrous oxide (N2O). Carbon dioxide equivalent, or CO2E, is a term that is used for describing different greenhouses gases in a common and collective unit.

The SCAQMD established the 3,000 MTCO2 screening threshold. As indicated in Table 3-5, the operational CO2E is 12.7 MTCO2 per year, which is well below the threshold.

TABLE 3-5 GREENHOUSE GAS EMISSIONS (METRIC TONS/YEAR)

Source	GHG Emissions (MT/Yr)			
	CO2	CH4	N2O	CO2E
Long-Term – Mobile Emissions	0.00	0.00	0.00	0.00
Long-Term – Area Emissions	0.00	0.00	0.00	0.00
Long-Term – Energy Emissions	12.7	0.0008	0.0001	12.7
Long-Term – Total Emissions	0.01	<0.005	0.00	0.03
Total Construction Emissions	4.58	<0.0005	<0.0005	4.60
Significance Threshold				**3,000 MTCO2E**

Source: CalEEMod Version 2022.1.1.46

As indicated in Table 3-5, the majority of the GHG emissions (12.7 MTCO2E) would originate from energy emissions. *As a result, the potential impacts are considered to be less than significant.*

B. *Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases? ● Less than Significant Impact.*

The passage of Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, established the California target to achieve reductions in GHG to 1990 GHG emission levels by the year 2020. As indicated previously, the installation and operation of the proposed electronic sign will result in the generation of a limited amount of emissions that will be below the SCAQMD's thresholds (refer to Table 3-5). The only operational emissions will involve vehicle trips made by maintenance vehicles and off-site emissions for electricity generation to power the electronic sign, which are minimal. As indicated in Section 3.6, Energy, A, the electronic sign will not result in wasteful, inefficient, or unnecessary consumption of energy during installation or operation. Furthermore, the adoption of the Municipal Code Amendment will not involve or require any variance from an adopted plan, policy, or regulation governing GHG emissions. *As a result, no impacts would occur.*

MITIGATION MEASURES

The analysis of potential impacts related to greenhouse gas emissions indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

3.9 HAZARDS & HAZARDOUS MATERIALS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✖	
B. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				✖
C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✖
D. Would the project 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?				✖
E. Would the project 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?				✖
F. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✖
G. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?				✖

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

A project may be deemed to have a significant adverse impact on risk of upset and human health if it results in any of the following:

- The creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- The creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- The generation of hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- Locating the project on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 resulting in a significant hazard to the public or the environment;
- Locating the project within an area governed by an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport;

- The impairment of the implementation of, or physical interference with, an adopted emergency response plan or emergency evacuation plan; or,
- The exposure of people or structures to a significant risk of loss, injury, or death involving wild land fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands.

Hazardous materials refer generally to hazardous substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Hazardous materials are used in a wide variety of products (household cleaners, industrial solvents, paint, pesticides, etc.) and in the manufacturing of products (e.g., electronics, newspapers, plastic products). Hazardous materials can include petroleum, natural gas, synthetic gas, acutely toxic chemicals, and other toxic chemicals that are used in agriculture, commercial, and industrial uses; businesses; hospitals; and households. Accidental releases of hazardous materials can occur from a variety of causes, including highway incidents, warehouse fires, train derailments, shipping accidents, and industrial incidents.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ● Less than Significant Impact.

The project's construction would require the use of diesel fuel to power the construction equipment. The diesel fuel would be properly sealed in tanks and would be transported to the site by truck. Other hazardous materials that would be used on-site during the project's construction phases include, but are not limited to, gasoline, solvents, and equipment lubricants. These products are strictly controlled and regulated and in the event of any spill, cleanup activities would be required to adhere to all pertinent protocols. Once in operation, the proposed project will not involve the transport, use, or disposal of hazardous materials. *As a result, less than significant impacts would occur.*

B. Would the project create a significant hazard to the public or the environment, or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? ● No Impact.

Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List, maintained by the California Department of Toxic Substances Control. A search of the EnviroStor database determined that there are no Cortese sites located within the project sites. The installation site is not identified by any regulatory agency as having a known and recorded hazardous materials spills, releases or environmental-related violations. *As a result, no impacts would result.*

C. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ● No Impact.*

The proposed electronic billboard would not generate any emissions of hazardous substances or the handling of any hazardous materials, substances, or waste. The proposed project will also not involve any changes to the surrounding environment which could result in the release of hazardous materials. *As a result, no impacts will occur.*

D. Would the project be located on a site, which is included on a list of hazardous material 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.

A review was conducted using the California Department of Toxic Substances Control (DTSC) Envirostor database. The project site is not included in the list of Cortese sites. As a result, no impacts are anticipated to occur regarding the placement of the proposed project on a Federal or State designated hazardous waste site. *As a result, no impacts would occur.*

E. *Would the project be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area? ● No Impact.*

The project site is not located within two miles of an operational public airport. The nearest airport is the Fullerton Municipal Airport located approximately 5,000 feet to the east of the project site. As a result, the proposed project will not present a safety hazard related to aircraft or airport operations at a public use airport to people residing or working in the project area. *As a result, no impacts would occur.*

F. *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ● No Impact.*

The installation of the electronic sign would require the use of drilling rigs for excavation of the dirt and cranes for the placement of the electronic sign. The proposed installation would not result in the impairment of the implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation route. Auto Center Drive would not be affected as part of the project's installation. *As a result, no impacts would occur.*

G. *Would the project expose people or structures to a significant risk of loss, injury, or death involving wild lands fire, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands? ● No Impact.*

The area surrounding the proposed digital billboard are developed and there are no areas containing natural vegetation that could lead to a wildfire. There are no impacts associated with potential wildfires from off-site locations. *As a result, no impacts are anticipated.*

MITIGATION MEASURES

The environmental analysis determined that there would not be a potential for hazardous materials impacts and no mitigation is required.

3.10 HYDROLOGY & WATER QUALITY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?				✖
B. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				✖
C. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i). Would the project result in substantial erosion or siltation on- or off-site;				✖
ii). Would the project result substantially increase the rate or amount of surface runoff in a manner in which would result in flooding on- or off-site.				✖
iii). Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or				✖
iv). Would the project impede or redirect flood flows?				✖
D. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?				✖
E. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				✖

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

A project may be deemed to have a significant adverse environmental impact on water resources or water quality if it results in any of the following:

- A violation of any water quality standards or waste discharge requirements;
- A substantial depletion of groundwater supplies or interference with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level;
- A substantial alteration of the existing drainage pattern of the site or area through the alteration of the course of a stream or river in a manner that would result in substantial erosion or siltation on- or off-site;
- A substantial alteration of the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in flooding on- or off-site;
- The creation or contribution of water runoff that would exceed the capacity of existing or planned storm water drainage systems or the generation of substantial additional sources of polluted runoff;
- The substantial degradation of water quality;

- The placement of housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map;
- The placement of structures within 100-year flood hazard areas that would impede or redirect flood flows;
- The exposure of people or structures to a significant risk of flooding as a result of dam or levee failure; or,
- The exposure of a project to inundation by seiche, tsunami, or mudflow.

A search was conducted through the Regional Water Quality Control Board's online database GeoTracker to identify the presence of any natural underground water wells within or adjacent to the installation site. The search yielded no results. The proposed project is situated in a Zone X flood zone, an area of minimal flood hazard. The nearest flood zone, Coyote Creek, is located approximately 1.42 miles east of the project site.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project violate any water quality standards or waste discharge requirements? ● No Impact.*

The United States Department of Agriculture (USDA) Web Soil Survey was consulted to determine the nature of the soils that underlie the installation sites. According to the Web Soil Survey, the installation site is underlain by Urban Land-Hueneme soils association. The electronic sign will only occupy 36 square feet of land area and will not introduce impermeable land cover to any adjacent property. Overall, the proposed project will not involve any physical features or activities that would lead to erosion or the contamination of stormwater runoff. *As a result, no impacts would occur.*

B. *Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge in such a way that would cause a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of a pre-existing nearby well would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? ● No Impact.*

A search was conducted through the Regional Water Quality Control Board's on-line database Geotracker to identify the presence of any natural underground water wells within or adjacent to the installation site. The estimated column depth for the electronic sign's support will be 42 feet and the diameter will be 7 feet. This results in an export of 61 cubic yards of dirt for the electronic sign. The amount of disturbance within the existing surface parking lot would be minimal. The search yielded no results. Therefore, excavation activities will not encounter and deplete groundwater supplies from any underlying aquifer. In addition, the digital billboard would only occupy approximately 36 square feet of land area and will not interfere substantially with groundwater recharge. In addition, the operation of the electronic sign will not involve water use and will not deplete groundwater supplies. *As a result, no impacts would occur.*

C. *Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion? ● No Impact.*

The only development on the site is the aforementioned roadway. The installation of the digital billboard would not alter the existing drainage pattern of the site or area since the digital billboard would only occupy approximately 36 square feet of land area. *As a result, no impacts would occur.*

***D**. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation? ● No Impact.*

According to the Federal Emergency Management Agency (FEMA) flood insurance maps obtained for the City of Buena Park, the proposed project site is not located within a Flood Hazard zone. The proposed project site is not located in an area that is subject to inundation by seiche or tsunami. In addition, the project site is located inland approximately 11 miles from the Pacific Ocean and the project site would not be exposed to the effects of a tsunami. *As a result, no impacts would occur.*

***E.** Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? ● No Impact.*

The installation of the digital billboard would not result in minimal ground disturbance. The footprint of the pylon support structures will be minimal (36 square feet) and will not lead to a substantial amount of impervious surfaces. In addition, the digital billboard would not utilize any materials or equipment that could lead to surface water pollution and the project would not result in a conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. As a result, no impacts will occur.

MITIGATION MEASURES

The analysis determined that no impacts would occur and no mitigation would be required.

3.11 LAND USE & PLANNING

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project physically divide an established community?				✖
B. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			✖	

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

A project may be deemed to have a significant impact on land use and development if it results in any of the following:

- The disruption or division of the physical arrangement of an established community; or
- A conflict with an applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project physically divide or disrupt an established community or otherwise result in an incompatible land use? ● No Impact.

The larger 2.3-acre project site in which new electronic billboard would be located is currently undergoing development with an approximately 34,022 square-foot, three-story auto dealership containing a showroom, service garage, and parking decks with associated car wash for Simpson Cadillac. The site is located on the southeast corner of Western Avenue and Auto Center Drive within the *Auto Center Specific Plan (ACSP) Sub-District A-1*. The surrounding properties include the I-5 Freeway to the south, various car dealerships to the west and east, and commercial buildings to the north. Existing uses found in the vicinity of the project site are summarized below:

- *North of the Project Site*. Auto Center Drive extends across the north side of the project site. This area is zoned *Auto Center Specific Plan (ACSP) Sub-District A-1* and has a General Plan Designation of *Commercial*.
- *South of the Project Site*. The Santa Ana Freeway(I-5) ROW extends along the project site's south side.
- *West of the Project Site*. A vehicle parking lot occupies this area. This area is zoned *Auto Center Specific Plan (ACSP) Sub-District A-1* and has a General Plan Designation of *Commercial*.
- *East of the Project Site*. The I-5 Ramps for Auto Center Drive are located to the east of the site. This area is zoned *Auto Center Specific Plan (ACSP) Sub-District A-1* and has a General Plan Designation of *Commercial*.

Due to the nature of the project, its minimal land coverage, and the developed nature of the sites, the project will not lead to any division of an existing established neighborhood. *As a result, no impacts would occur.*

B. *Would the project conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? ● Less than Significant Impact.*

The project site is zoned *Auto Center Specific Plan (ACSP)* with a *Commercial* General Plan designation. No zone change or general-plan amendment would be required to implement the project. As shown in Table 3-1, the proposed billboard would meet the development standards of the *ACSP*. The proposed project would not be in conflict with any land use plan, policy, or regulation. *As a result, the impact would be less than significant.*

MITIGATION MEASURES

The analysis determined that no significant adverse impacts on land use and planning would result from the implementation of the proposed project. As a result, no mitigation measures are required.

3.12 MINERAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✖
B. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✖

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

A project may be deemed to have a significant adverse impact on energy and mineral resources if it results in any of the following:

- The loss of availability of a known mineral resource that would be of value to the region and the residents of the State; or,
- 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.

The Surface Mining and Reclamation Act of 1975 (SMARA) has developed mineral land classification maps and reports to assist in the protection and development of mineral resources. According to the SMARA, the following four mineral land use classifications are identified:

- *Mineral Resource Zone 1 (MRZ-1):* This land use classification refers to areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- *Mineral Resource Zone 2 (MRZ-2):* This land use classification refers to areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists.
- *Mineral Resource Zone 3 (MRZ-3):* This land use classification refers to areas where the significance of mineral deposits cannot be evaluated from the available data. Hilly or mountainous areas underlain by sedimentary, metamorphic, or igneous rock types and lowland areas underlain by alluvial wash or fan material are often included in this category. Additional information about the quality of material in these areas could either upgrade the classification to MRZ-2 or downgrade it to MRZ-1.
- *Mineral Resource Zone 4 (MRZ-4):* This land use classification refers to areas where available information is inadequate for assignment to any other mineral resource zone.

The project site is currently developed with no mineral extraction activities occurring onsite.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents or the State? ● No Impact.*

According to the California Department of Conservation Division of Oil, Gas, and Geothermal Resources (DOGGR) Well Finder, there are no existing or former oil wells and/or oil extraction activities located within the installation sites. Furthermore, the project site is not located in a MRZ and no mining activities are located within the installation site. *As a result, no impacts on available mineral and energy resources are anticipated.*

B. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? ● No Impact.

As previously mentioned, no mineral, oil, or energy extraction and/or generation activities are located within the installation site. Moreover, the proposed project will not interfere with any resource extraction activity. *Therefore, no impacts would result.*

MITIGATION MEASURES

The analysis of potential impacts related to mineral resources indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

3.13 NOISE

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✖	
B. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?			✖	
C. For a project located within the vicinity of a private airstrip or- an airport land use plan, or where such a plan has not been adopted, within 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?				✖

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

A project may be deemed to have a significant impact on the environment if it results in any of the following:

- The exposure of persons to, or the generation of, noise levels in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies;
- The exposure of people to, or generation of, excessive ground-borne noise levels;
- Locating within an area governed by an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or private use airport, where the project would expose people to excessive noise levels.

Noise levels may be described using a number of methods designed to evaluate the "loudness" of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. Noise level increases of 3.0 dB or less are not generally perceptible to persons with average hearing abilities. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? ● Less than Significant Impact.*

The installation of the electronic sign would result in short-term (construction-related) noise impacts during the approximate 20-day installation period, though these noise impacts would be minimal. Construction-related noise impacts would not be significant since the new sign would be located next to the I-5 Freeway, thus drowning out construction-related noise due to high ambient noise levels. In addition, the materials used in the construction of electronic sign are manufactured off-site. The electronic sign components would be transported to the individual locations where they would be assembled and installed. The nearest receptors are the homes located along the south side of the I-5 Freeway approximately 400-feet from the installation site. Most construction noise would occur during the limited trenching and installation process when nosier equipment would be operating. Noise levels during construction would be an accumulation of equipment operation at varying locations within the construction site. The construction equipment within the project site would be limited to trenching equipment, trucks, and cranes. The Federal Transportation Administration (FTA) General Assessment for Construction Noise sets a maximum criteria for construction noise before the adverse community reaction. This threshold is 100 dBA during the daytime for industrial and commercial receptors. It is important to note that this equipment will be used intermittently during construction hours only. The project's construction noise levels were estimated using the Federal Highway Administration's (FHWA) Roadway Construction Noise Model Version 1.1. The distance used between the construction activity and the nearest receptors was set at 400 feet. As shown in Table 3-6, the proposed project would not violate any construction noise level standards.

TABLE 3-6 CONSTRUCTION NOISE

Construction Phase	Noise Level at Nearest Receptor	Threshold
Trenching	78.8 dB	100 dB
Construction	81.4 dB	100 dB

Source: Blodgett Baylosis Environmental Planning

A change in traffic noise levels of between 3.0 dBA and 5.0 dBA is generally considered to be the limit where the change in the ambient noise levels may be perceived by persons with normal hearing. It typically requires a doubling of traffic volumes to register a perceptible change (increase) in traffic noise. As indicated in Section 3.17 (Transportation), there will not be any change in the traffic distribution over that which presently exists. The only vehicle trips that will be generated will be those necessary for installation over the

installation period for the digital billboard and those necessary for periodic maintenance. Therefore, the projected traffic generation will not result in a doubling of traffic volumes. The proposed project will not involve the installation of noise-emitting devices. *Therefore, the impacts would be less than significant.*

B. *Would the project result in exposure of people to or generation of excessive ground-borne noise levels? ● Less than Significant Impact.*

Various types of construction equipment have been measured under a wide variety of construction activities with an average of source levels reported in terms of velocity levels as shown in Table 3-7. Although the table gives one level for each piece of equipment, it should be noted that there is a considerable variation in reported ground vibration levels from construction activities. The data in Table 3-7 does provide a reasonable estimate for a wide range of soil conditions. Based on Transit Noise and Vibration Impact Assessment, a vibration level of 102 VdB (vibration decibels, or 0.5 inches per second [in/sec]) is considered safe and would not result in any construction vibration damage.

TABLE 3-7 VIBRATION SOURCE LEVELS FOR TYPICAL CONSTRUCTION EQUIPMENT

Construction Equipment	PPV @60 ft. (inches/sec.)	Vibration (VdB) @ 60 ft.
Pile Driver (impact) – Upper Range	0.408	101
Pile Driver (impact) – Typical	0.173	93
Pile Driver (sonic) – Upper Range	0.197	94
Pile Driver (sonic) – Typical	0.046	82
Loaded Trucks	0.02	75
Crane	0.02	75
Jackhammer	0.009	47

Source: Noise and Vibration During Construction

As shown in Table 3-7, the project would not result in the generation of ground-borne noise levels during construction. The project will be required to adhere to all pertinent City noise control regulations. The limited duration of construction activities and the City's construction-related noise control requirements will reduce the potential impacts. Due to the nature of the proposed project, the operation of the proposed billboard would not include the use of vibration producing equipment, nor would the project generate vehicle traffic. Therefore, the project would not generate excessive ground borne vibration or ground borne noise levels, and impacts would be less than significant. *As a result, the impacts would be less than significant.*

C. *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 expose people residing or working in the project area to excessive noise levels? ● No Impact.*

The project site is not located within two miles of an operational airport. The nearest airport is the Fullerton Municipal Airport located approximately 4,800 feet east of the project site. *As a result, no impacts are expected with regard to excessive noise levels due to airfields.*

MITIGATION MEASURES

The analysis of potential noise impacts indicated that no significant noise impacts would occur as part of the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

3.14 POPULATION & HOUSING

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				✖
B. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✖

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

A project may be deemed to have a significant impact on housing and population if it results in any of the following:

- A substantial growth in the population within an area, either directly or indirectly related to a project; or,
- The displacement of a substantial number of existing housing units, necessitating the construction of replacement housing.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project induce substantial population growth in an area, either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? ● No Impact.*

Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. Growth-inducing impacts include the following:

- *New development in an area presently undeveloped and economic factors which may influence development*. The digital billboard would not result in any direct or indirect development for the City since the digital billboard will not create housing or local employment.
- *Extension of roadways and other transportation facilities*. No roadway extensions or other transportation facilities are proposed by the project and none would occur since the project would not generate traffic beyond its initial construction phase and occasional maintenance.
- *Extension of infrastructure and other improvements*. The new digital billboard is not considered an extension of infrastructure which could induce population growth.
- *Major off-site public projects (treatment plants, etc.)*. The new digital billboard would not use water or sewer services. Therefore, no new public projects would be required.

- *The removal of housing requiring replacement housing elsewhere.* The site does not contain any housing units. As a result, no replacement housing will be required.
- *Additional population growth leading to increased demand for goods and services.* The digital billboard would not result in any direct or indirect population growth for the City since the digital billboard will not create housing or local employment.
- *Short-term growth-inducing impacts related to the project's construction.* The project will result in temporary employment during the construction phase.

The proposed project involves the installation and operation of a new digital billboard. The digital billboard would not result in any direct or indirect population growth for the City since the digital billboard will not create housing or local employment. The digital billboard is a stand-alone structure which will only require a limited number of construction workers for an approximate 20-day installation period and for periodic maintenance during operations. Furthermore, the new digital billboard is not considered an extension of infrastructure which could induce population growth. *As a result, no impacts would occur.*

B. *Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? ● No Impact.*

The installation site is located within properties that are zoned non-residential and are not developed with residential uses. No housing units will be displaced. *As a result, no impacts would occur.*

MITIGATION MEASURES

The analysis of potential population and housing impacts indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation.

3.15 PUBLIC SERVICES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
i). Would the project result in substantial adverse physical impacts associated with Fire protection?				✖
ii). Would the project result in substantial adverse physical impacts associated with Police protection?			✖	
iii). Would the project result in substantial adverse physical impacts associated with Schools?			✖	
iv). Would the project result in substantial adverse physical impacts associated with Parks?			✖	
v). Would the project result in substantial adverse physical impacts associated with other public facilities?				✖

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

A project may be deemed to have a significant adverse impact on public services if it results in any of the following:

- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause a significant environmental impact in order to maintain acceptable service ratios, response times, or other performance objectives relative to *fire protection services*;
- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause a significant environmental impact in order to maintain acceptable service ratios, response times, or other performance objectives relative to *police protection services*;
- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause a significant environmental impact in order to maintain acceptable service ratios, response times, or other performance objectives relative to *school services*; or,
- A substantial adverse physical impact associated with the provision of new or physically altered governmental facilities, the construction of which would cause a significant environmental impact in order to maintain acceptable service ratios, response times, or other performance objectives relative to other *government services*.

ANALYSIS OF ENVIRONMENTAL IMPACTS

i. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to* fire protection services*? ● No Impact.*

Buena Park is a member of the Orange County Fire Authority Joint Powers Authority. The Orange County Fire Authority (OCFA) provides fire protection and emergency medical services response to the City. Services include structural fire protection, emergency medical and rescue services, hazardous inspections and response, fire prevention planning and inspection, and public education activities. The billboards will not place additional demands on the City's Fire Department services since the digital billboard is a stand-alone structure that will not be habitable and will not result in an incremental increase in demand for fire protection services. Additionally, the Department would review the proposed project to ensure the proposed billboard would meet the applicable standards. *As a result, no impacts would occur.*

ii. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to* police protection*? ● Less than Significant Impact.*

The Buena Park Police Department provides police protection services to the City, operating from 6640 Beach Boulevard.[17] The proposed BOZ Ordinance will not contribute to current or future crime levels and will neither degrade police response times nor place a strain on existing or future police resources. A Graffiti may be reported to City Hall by phone or online. *As a result, the impacts would be less significant.*

iii. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios or other performance objectives relative to* school services*? ● Less than Significant Impact.*

The proposed project would not involve any development and/or uses that could potentially affect school enrollments. The proposed project will not result in an increase in population and therefore will not create an incremental demand for school services. *As a result, no impacts on school services will result.*

iv. *Would the project result in substantial adverse physical impacts associated with parks? ● Less than Significant Impact.*

The project itself will not cause local population growth which could potentially impact local recreational facilities. *As a result, the impacts would be less than significant.*

v. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which would cause significant environmental impacts in order to maintain acceptable service ratios, response times, or other performance objectives relative to other* governmental services*? ● No Impact.*

No new governmental services will be needed to serve the facility and the proposed project is not expected to have any impact on existing governmental services. In accordance with the City's Municipal Code Section 19.912.090.F.3, the project would, "be connected to the National Emergency Network and provide emergency information, including child abduction alerts (i.e., "Amber Alerts"), in accordance with local and regional first responder protocols." *As a result, no impacts are anticipated.*

MITIGATION MEASURES

The analysis of public service impacts indicated that no mitigation would be required.

[17] City of Buena Park. *City of Buena Park General Plan Final EIR* City of Buena Park. Certified September 2010.

3.16 RECREATION

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				✖
B. Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✖

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

A project may be deemed to have a significant adverse impact on the environment if it results in any of the following:

- 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; or,
- The construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

ANALYSIS OF ENVIRONMENTAL IMPACTS

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 project will not cause local population growth which could potentially impact local recreational facilities. *As a result, no impacts would occur.*

B. *Would the project affect existing recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?* ● *No Impact.*

The proposed project would not involve the construction of new development that would increase the demand for new recreational facilities nor will the project result in the construction or expansion of recreational facilities. *As a result, no impacts will occur.*

MITIGATION MEASURES

The analysis of potential impacts related to parks and recreation indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

3.17 TRANSPORTATION

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project conflict with a plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				✖
B. Conflict or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)?				✖
C. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✖	
D. Would the project result in inadequate emergency access?				✖

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

A project will normally have a significant adverse impact on traffic and circulation if it results in any of the following:

- A conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- Substantially increases hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or,
- Results in inadequate emergency access.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project cause a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? ● No Impact.*

The new digital billboard would be located adjacent to the I-5 Freeway. Given the nature of the proposed project, there will not be any change in the traffic circulation over that which presently exists. The only vehicle trips that will be generated will be those necessary for installation over an approximate 20-day period for the digital sign, and those necessary for periodic maintenance during operations. As a result, no change in the traffic circulation over that which presently exists will result. *As a result, no impacts would occur.*

B. *Conflict or be inconsistent with CEQA Guidelines §15064.3 subdivision (b)? ● No Impact.*

According to CEQA Guidelines Section 15064.3 subdivision (b)(1), vehicle miles traveled (VMT) exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact. Due to the nature of the proposed digital billboard, there will not be any change in the traffic distribution over that which presently exists. The only vehicle trips that will be generated will be those necessary for installation over an approximate 20-day period for the electronic sign, and those necessary for periodic maintenance during operations. *As a result, no impacts would occur.*

C. *Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ● Less than Significant Impact.*

The new electronic sign would not require the alteration or construction of roadways, thus eliminating the impacts related to sharp curves or dangerous intersections. The existing configuration of the existing roadways will not change. The two *new* issue areas of specific concern include driver distraction and increased light and glare. Studies have demonstrated that nearly one-fourth of motor vehicle accidents may be attributed to distracted drivers where their eyes are off the forward roadway line-of-sight for a period of greater than two seconds. Nearly 80% of the crashes and 65% of near crashes were caused by distractions that made the driver look away for up to three seconds. It is very important to note that sources of distractions are numerous and include cellular phone use, internal vehicle controls, audio controls, and the various computer display systems now available in most new vehicles. Many states have laws against texting, talking on a cell phone, and other distractions while driving.

A team from the New England University Transportation Center and the Massachusetts Institute of Technology recently addressed the relationship between the attention-grabbing nature of digital billboards and driver distraction in *Accident Analysis and Prevention*. The researchers involved in the preparation of this article explained that the flashing lights in ad-rotating digital billboards may be enough to evoke "obligatory shifts of covert visual attention" due to automatic, sensory reactions that take less than 100 milliseconds.

One of the most widely cited study was published in 2013 in Sweden. The Swedish Transport Administration had approved the installation of twelve electronic billboards for a trial period along a major heavily traveled roadway located in central Stockholm, Sweden. The purpose of this study was to provide a quantifiable measure of the effect of these electronic billboards on visual behavior and driving performance. The study concluded that drivers had a significantly longer dwell time, a greater number of fixations, and longer maximum fixation duration when driving past an electronic billboard compared to the other signs on similar roadway segments. No differences were found for the factors between the daytime and nighttime periods and no effect was found for the driving behavior data. The study concluded that the electronic billboards have an effect on gaze behavior by attracting more and longer glances than regular traffic signs. Whether the electronic billboards attract too much attention and constitute a traffic safety hazard cannot be answered conclusively based on the present data. In 2013, the Federal Highway Administration (FHWA) issued the results of its digital billboard safety study, concluding that they were not a danger to traffic safety. The study employed eye tracking equipment to determine how long drivers took their eyes off the road when in the presence of digital billboards. The FHWA study concluded that the longest fixation to a digital billboard was 1.34 seconds, and to a standard billboard it was 1.28 seconds, both of which are well below the accepted standard (according to the National Highway Traffic Safety Administration, the accepted

standard is 2 seconds). The FHWA study concluded that there was not any conclusive evidence that digital billboards presented a significant distraction to drivers. In accordance with the City's Municipal Code 155.519 (L) Operational Restrictions, the digital billboards shall have the following restrictions:

1. No electronic billboard shall display flashing, shimmering, glittering, intermittent or moving light or lights. Exceptions to this restriction include time, temperature, and smog index units, provided the frequency of change does not exceed four-second intervals.
2. *Minimum display time.* Each message on the sign must be displayed for a minimum of four seconds or the minimum time allowed under the State of California Outdoor Advertising Act and Caltrans implementing regulations, whichever is the shorter period of time.
3. *Maximum display time.* Electronic billboard messages shall be displayed for no longer than two minutes at a time.
4. Each electronic billboard shall be tied into the National Emergency Network and provide emergency information, including child abduction alerts (i.e., "Amber Alerts").
5. Each electronic billboard shall be designed to either freeze the display in one static position, display a full black screen, or turn off in the event of a malfunction.
6. No electronic billboard shall utilize technology that would allow interaction with drivers, vehicles or any device located in vehicles, including, but not limited to, a radio frequency identification device, geographic positions system, or other device.
7. No electronic billboard shall emit audible sound, odor, or particulate matter.
8. No electronic 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."
9. No electronic 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. Illuminations shall be considered vision impairing when its brilliance exceeds the values set forth in Cal. Vehicle Code § 21466.5.
10. Each electronic billboard shall be provided with an ambient light sensor that automatically adjusts the brightness level of the electronic sign based on ambient light conditions.
11. Electronic 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 distance of 250 feet for a sign with a nominal face size of 14 feet by 48 feet.
12. No electronic billboard shall be maintained in the city unless the name of the person or company owning or maintaining it and the identifying number of the electronic billboard are plainly displayed thereon.

The aforementioned requirements for the digital billboard would reduce the potential impacts to levels that are less than significant.

D. *Would the project result in inadequate emergency access? ● No Impact.*

The proposed project would not affect emergency access to any adjacent parcels. At no time will any local streets or parcels be completely closed to traffic. The installation of the electronic sign would require the use of drilling rigs for excavation of the dirt and cranes for the placement of the electronic sign. However, the installation would occur within vacant portions of the project site, all outside of the public right-of-way. *As a result, the proposed project's implementation will not result in any impacts.*

MITIGATION MEASURES

The analysis of potential impacts related to traffic and circulation indicated that no mitigation was required.

3.18 TRIBAL CULTURAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Would the project have 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				✖
ii). Would the project have 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 Resource 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.			✖	

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

A project will normally have a significant adverse impact on tribal cultural resources if it results in any of the following:

- The proposed project would cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible 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).
- The proposed project would cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: ● No Impact.*

A Tribal Resource is defined in Public Resources Code section 21074 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
- 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.
- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "non-unique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms to the criteria of subdivision (a).

i). *Would the listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). ● No Impact*

Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1. The project site is developed. *As a result, no impacts would occur.*

ii). *Would the project have 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 Resource 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.*

The estimated column depth for the electronic sign's support will be 42 feet and the diameter will be 7 feet. This results in an export of 61 cubic yards of dirt for each electronic sign. The amount of disturbance within the project site would be minimal. The City would be required to conduct consultation as part of the AB-52 process. *The impacts would be less than significant.*

MITIGATION MEASURES

The analysis of potential impacts related to tribal cultural resources indicated that no mitigation was required.

3.19 UTILITIES AND SERVICE SYSTEMS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project 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?				✖
B. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?				✖
C. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				✖
D. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				✖
E. Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?				✖

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

A project may be deemed to have a significant adverse impact on utilities if it results in any of the following:

- An exceedance of the wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- The construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts;
- The construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- An overcapacity of the storm drain system causing area flooding;
- A determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand;
- The project will be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs;
- Non-compliance with Federal, State, and local statutes and regulations relative to solid waste;
- A need for new systems, or substantial alterations in power or natural gas facilities; or,

- A need for new systems, or substantial alterations in communications systems.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? ● No Impact.*

Due to the nature of the proposed project, the digital billboard will not require water, wastewater treatment, stormwater drainage, natural gas or telecommunication facilities. As previously mentioned in Section 3.6 (Energy), the proposed electronic sign would be constructed pursuant to current electrical codes, including Title 24 of the State Building Code. The installation of the digital billboard would not result in excessive energy consumption because the materials used in the construction of digital billboard are manufactured off-site and the digital sign will be installed over an approximate 20-day period. The digital billboard would require electrical connections but will not require the relocation or construction of new or expanded electric power facilities. *As a result, no impacts would result.*

B. *Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts? ● No Impact.*

The installation and operation of the electronic sign would not involve any uses or activities that would result in the consumption of any water. The installation of the electronic sign would not require the installation of landscaping and therefore will not require water for landscaping. *As a result, no impacts will occur.*

C. *Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? ● No Impact.*

The proposed project would not involve any uses or activities that would result in the generation of wastewater. *As a result, no impacts would occur.*

D. *Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? ● No Impact.*

The proposed project would not involve any uses or activities that would result in the generation of solid waste. *As a result, no impacts would occur.*

E. *Would the project comply with Federal, State, and local statutes and regulations related to solid waste? ● No Impact.*

As stated above, the proposed project would not involve any uses or activities that would result in the generation of solid waste. *As a result, no impacts would occur.*

MITIGATION MEASURES

The analysis of utilities impacts indicated that no significant adverse impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

3.20 WILDFIRE

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?				✖
B. Would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				✖
C. Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				✖
D. Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				✖

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

A project may be deemed to have a significant adverse impact on wildfire if it results in any of the following:

- The proposed project would, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, substantially impair an adopted emergency response plan or emergency evacuation plan.
- The proposed project would, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, 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.
- The proposed project would, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.
- The proposed project would, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project substantially impair an adopted emergency response plan or emergency evacuation plan? ● No Impact.*

The proposed project would not involve the closure or alteration of any existing evacuation routes that would be important in the event of a wildfire. At no time during construction will adjacent streets be completely closed to traffic. All construction staging must occur on-site. *As a result, no impacts would occur.*

B. *Would the project 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 located in the midst of an urbanized zoned area. However, the potential impacts would not be exclusive to the project site since criteria pollutant emissions from wildland fires may affect the entire City as well as the surrounding cities and unincorporated county areas. *As a result, no impacts would occur.*

C. *Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? ● No Impact.*

The proposed electronic sign would not change the urban character of the installation site. The project would not require the installation of infrastructure beyond electrical connections. *As a result, no impacts will occur.*

D. *Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? ● No Impact.*

The proposed project site is located within an area classified as urban and is not within a high fire risk and local responsibility area. Therefore, the project will not expose the future project site to flooding or landslides facilitated by runoff flowing down barren and charred slopes. *As a result, no impacts would occur.*

MITIGATION MEASURES

The analysis of wildfires impacts indicated that less than significant impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			✖	
B. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)				✖
C. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				✖

The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this environmental assessment:

- The proposed project *will not* 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. As indicated in Section 3.1 through 3.20, the proposed project will not result in any significant unmitigable environmental impacts.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable. The proposed project is relatively small and the attendant environmental impacts will not lead to a cumulatively significant impact on any of the issues analyzed herein.
- The proposed project *will not* have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. As indicated in Section 3.1 through 3.20, the proposed project will not result in any significant unmitigable environmental impacts.

SECTION 4 CONCLUSIONS

4.1 FINDINGS

The Initial Study determined that the proposed project is not expected to have significant adverse environmental impacts, with the implementation of the mitigation measures. The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this Initial Study:

- The proposed project *will not* have the potential to degrade the quality of the environment, with the implementation of the mitigation measures included herein.

- The proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals, with the implementation of the mitigation measures referenced herein.

- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity, with the implementation of the mitigation measures contained herein.

- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly, with the implementation of the mitigation measures contained herein.

In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the City of Buena Park will prepare a Mitigation Reporting and Monitoring Program.

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SECTION 4 CONCLUSIONS

4.1 FINDINGS

The Initial Study determined that the proposed project is not expected to have any significant adverse environmental impacts. The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this Initial Study:

- The proposed project *will not* have the potential to degrade the quality of the environment.
- The proposed project *will not* have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity.
- The proposed project *will not* have environmental effects that will adversely affect humans, either directly or indirectly.

These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB-3180 and in compliance with the requirements of the Public Resources Code. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the City of Buena Park can make the following additional findings:

- A Mitigation Reporting and Monitoring Program will not be required; and,
- An accountable enforcement agency or monitoring agency shall not be identified for the mitigation measures adopted as part of the decision-maker's final determination.

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SECTION 5 REFERENCES

5.1 PREPARERS

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Marc Blodgett, Project Manager
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