

**DRAFT
INITIAL STUDY AND
MITIGATED NEGATIVE DECLARATION**

**18375 EUCLID STREET
PROPOSED DIGITAL SIGN**

Lead Agency:

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

Project Proponent:

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

Environmental Consultant:

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

February 2022

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ACRONYMS

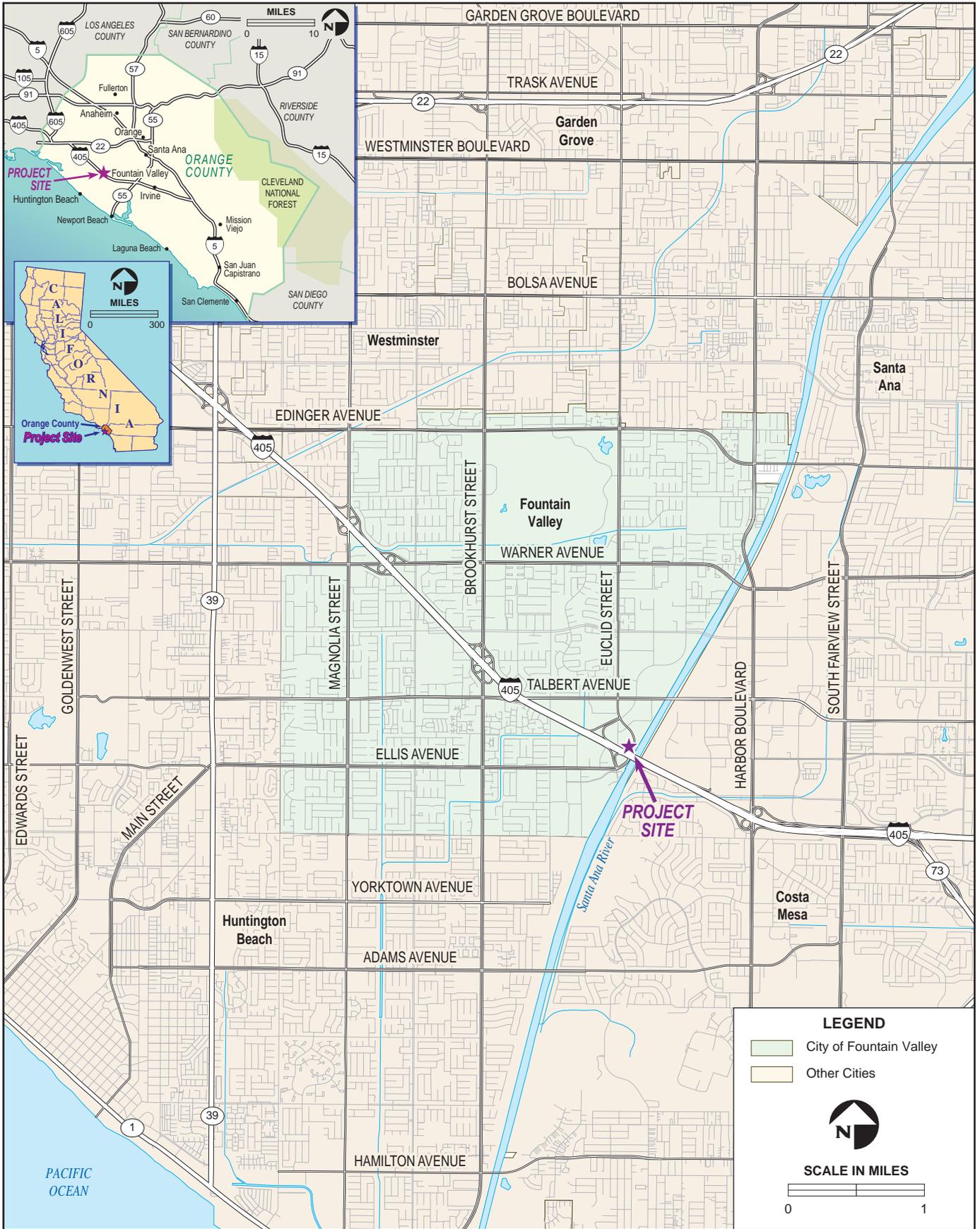
AB	Assembly Bill
ALUCOC	Airport Land Use Commission for Orange County
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
bgs	below ground surface
BMP	best management practice
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CalFire	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDC	California Department of Conservation
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CH ₄	methane
CHRIS	California Historical Resources Information
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO ₂	carbon dioxide
CO _{2e}	carbon dioxide equivalent
cy	cubic yard
CWA	Clean Water Act
DAMP	Drainage Area Management Plan
dB	decibel
dBA	A-weighted decibel
EIR	Environmental Impact Report
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FICUN	Federal Interagency Committee on Urban Noise
FVMC	Fountain Valley Municipal Code
GHG	greenhouse gas
GWP	global warming potential
I-	Interstate
IESNA	Illuminating Engineering Society of North America
KVL	Key Viewing Location
kWh	kilowatt-hour
L _{eq}	Equivalent Noise Level
LID	Low Impact Development
LIP	Local Implementation Plan
L _{max}	Maximum Noise Level
L _{min}	Minimum Noise Level
LST	Localized Significance Threshold
MRF	Materials Recovery Facility
MWh	megawatt-hour
N ₂ O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission

ACRONYMS (CONTINUED)

NO ₂	nitrogen dioxide
NO _x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination system
O ₃	ozone
OAAA	Outdoor Advertising Association of America
OPR	Office of Planning and Research
Pb	lead
PM ₁₀	particulate matter equal to or less than 10 microns in diameter
PM _{2.5}	particulate matter equal to or less than 2.5 microns in diameter
ppb	parts per billion
SARWQCB	Santa Ana Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
sf	square foot
SLF	Sacred Lands File
SO ₂	sulfur dioxide
SO _x	sulfur oxides
SQCP	Stormwater Quality Control Plan
SRA	Source Receptor Area
SWRCB	State Water Regional Control Board
TAC	Toxic Air Contaminants
USEPA	U.S. Environmental Protection Agency
USGS	U.S. Geologic Survey
UWMP	Urban Water Management Plan
WQMP	Water Quality Management Plan
µg/m ³	micrograms per cubic meter

PLANNING DEPARTMENT

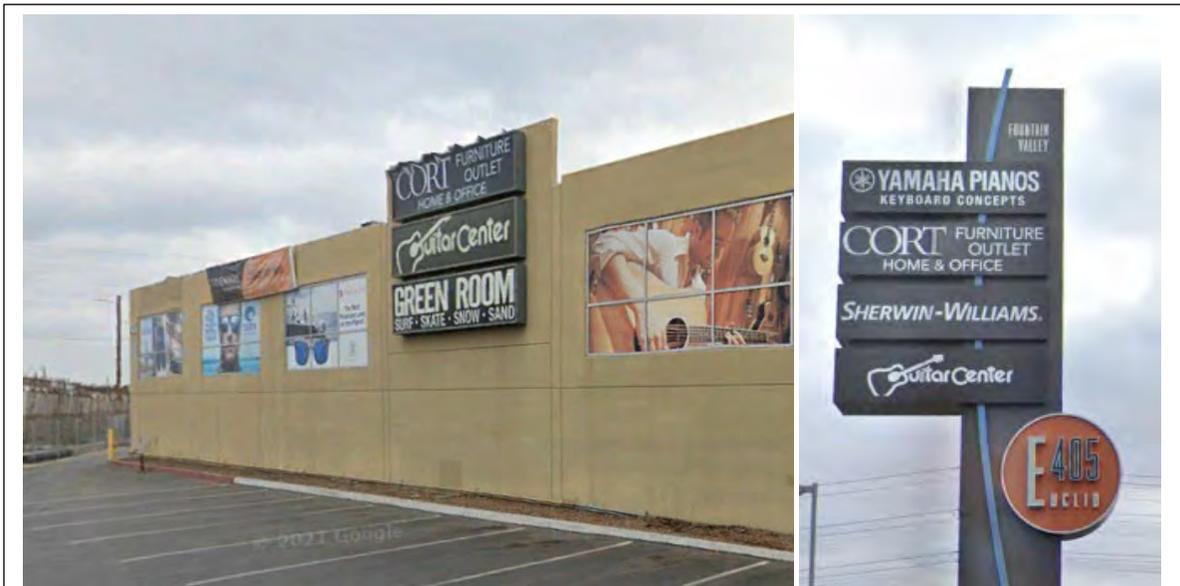
1. **Project Title:** 18375 Euclid Street Digital Sign Project
2. **Lead Agency Name and Address:**
City of Fountain Valley
10200 Slater Avenue
Fountain Valley, CA 92708
(714) 593-4400
3. **Contact Person and Phone Number:**
Mr. Joseph White, President
Becker Boards Small, LLC
4234 Indian School Road
Phoenix, AZ 85018
(602) 312-7990
4. **Project Location:** The proposed Project is located on a 2.07-acre property at 18375 Euclid Street (Assessor's Parcel Number [APN] 156-173-07) in the City of Fountain Valley (see Figure 1).
5. **Project Sponsor's Name and Address:**
Mr. Joseph White, President
Becker Boards Small, LLC
4234 Indian School Road
Phoenix, AZ 85018
(602) 312-7990
6. **General Plan Designation:** The Project site is designated as "Commercial Manufacturing" by the City of Fountain Valley General Plan (City of Fountain Valley 1995).
7. **Zoning:** The Project site is zoned as "Specific Plan" under the Fountain Valley Zoning Ordinance (Fountain Valley Municipal Code [FVMC] Title 21; City of Fountain Valley 2019).
8. **Description of Project:** Becker Boards Small, LLC (Applicant) is proposing to demolish the existing 70-foot-tall pole sign structure located at 18375 Euclid Street and construct a new pole-mounted digital sign in its place. The proposed Project would require an amendment to Section 2.9 of the Fountain Valley Crossings Specific Plan and issuance of an Outdoor Advertising Permit from the California Department of Transportation (Caltrans).



Project Location and Surrounding Land Uses

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

The Project site is currently developed with a single conjoined building supporting three individual commercial retail businesses: Green Room, Guitar Center, and Cort Furniture Outlet. In addition to this building, the Project site includes a paved surface parking lot, perimeter chain link fencing, limited landscaping, bolted down trash cans, streetlamps, and a 70-foot-tall existing pole sign structure. The existing pole sign structure is located in the southeastern most corner of the Project site adjacent to Euclid Street and visible from the northbound and southbound lanes of I-405.



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

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

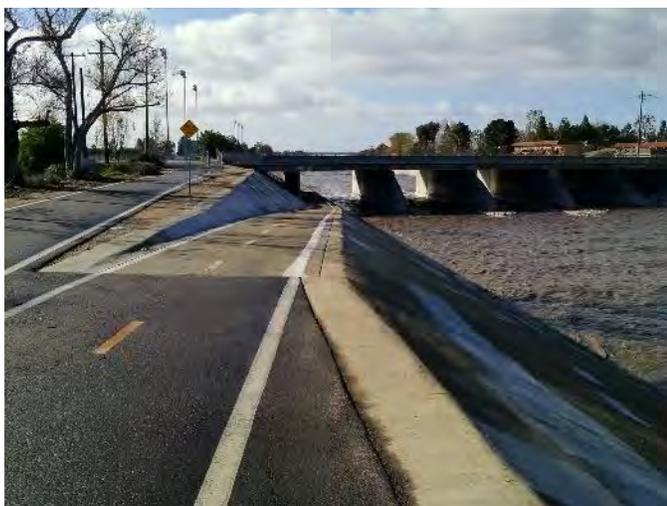
Euclid Street has a paved width of approximately 85 feet, including three northbound lanes, three southbound lanes, and a center left turn lane. Narrow pedestrian sidewalks are located on either side of the paved roadway and provide approximately 6 feet of width with streetlamps spaced approximately 200 feet apart. Businesses located along Euclid Street include VCA West



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

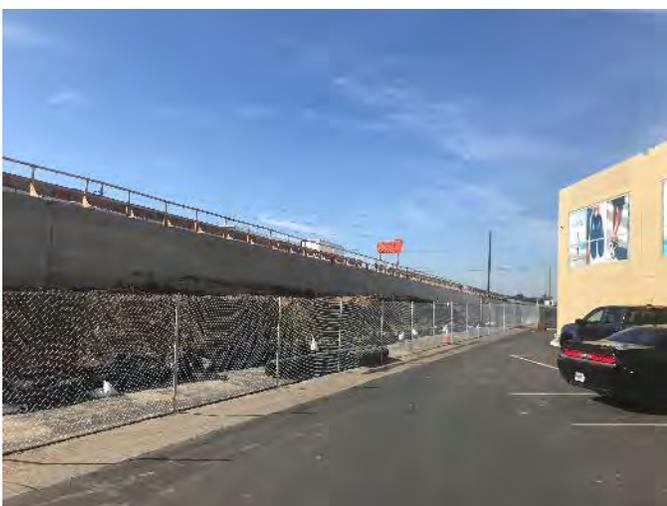
Coast Specialty & Emergency Animal Hospital, Pan-Pacific Mechanical, Ortho Mattress, Sherwin Williams Paint Company, and several home improvement and furniture stores. The buildings along Euclid Street are generally one to three stories in height with associated paved surface parking lots accessible via driveways along Euclid Street. Limited landscaping is present, consisting of primarily of low-growing shrubbery or small to medium trees.

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



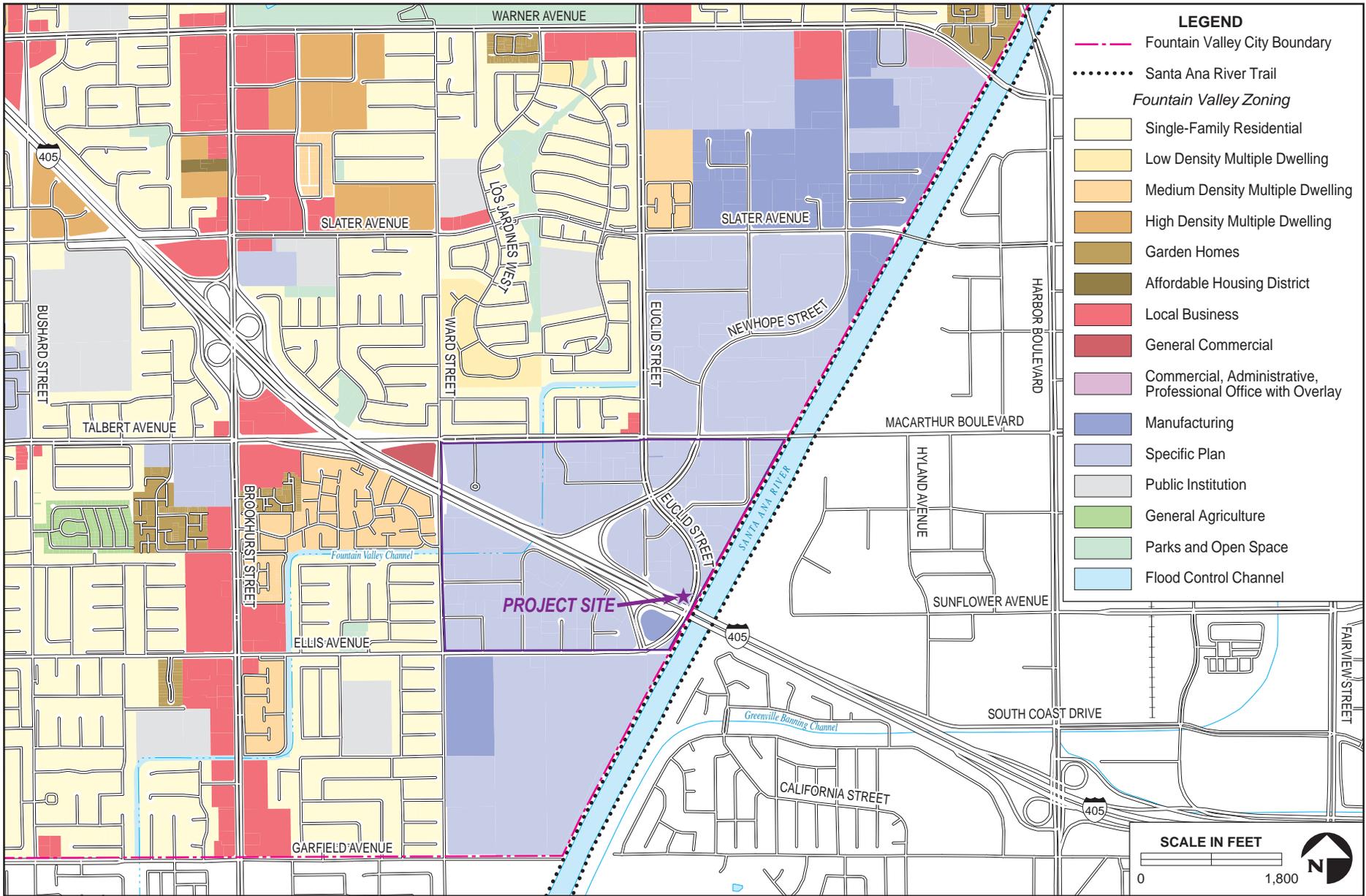
The Santa Ana River Trail is a paved trail that runs along the eastern bank of the channelized Santa Ana River. Located just across from Euclid Street, the Project site and the existing pole sign structure is visible from the trail.

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



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

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



Project Vicinity

FIGURE 2



18375 Euclid Street, Fountain Valley
Project Site

**FIGURE
3**

Proposed Project

Under the proposed Project the Applicant would demolish the existing 70-foot-tall pole sign structure and construct a new pole-mounted digital sign in its place. The proposed pole-mounted digital sign would be 85 feet tall with two back-to-back digital display panels pinched together at one end – creating a “V” shape – allowing the commercial advertisements to be visible to vehicles traveling in both northbound and southbound directions on I-405. Each of the digital display panels would have dimensions of 14 feet high and 48 feet wide for a total display area of 672 square (sf) per panel. Non-illuminated City logos would be affixed on either side of the pole mount structure. Additionally, four static illuminated signs would be attached to the pole mount structure, beneath the digital display. The proposed Project would involve the installation of a new pole mount structure – designed by a structural engineer – to ensure adequate support of the proposed digital sign. Based on similarly sized digital signs it is assumed that the proposed digital sign would be supported by an approximately 6-foot diameter caisson foundation.¹ The caisson would be installed to a depth of approximately 35 feet below the ground surface (bgs) and filled with concrete. Electrical and communications utilities would be installed underground to connect the digital sign to the existing on-site power source adjacent to the existing commercial retail building.

Construction

Construction of the proposed Project would occur over an estimated 2- to 4-week period – beginning in late Summer 2021 – and would involve the use of heavy haul trucks as well as a crane, excavator, trencher, and drilling rig.

Construction activities would begin with demolition of the existing pole sign structure. The aboveground portions of the sign would be disassembled and removed using a hydraulic truck crane. Following the removal of the aboveground portions of the pole sign structure, the existing pole would be cut at the ground level, then the existing concrete foundations would be

excavated and removed from the Project site. It is anticipated that excavation would occur over an approximate 7- by 7-foot area. The concrete debris would be transported to a concrete recycling facility (e.g., Materials Recovery Facility [MRF] in Huntington Beach), requiring approximately 5 truck trips (assuming a 14-cubic yard [cy] dump truck)

Following the completion of demolition activities, the new pole-mounted digital sign would be constructed. A drilling rig would be used to drill a hole approximately 6 feet in diameter and 35 feet deep, necessary to install the caisson for the new pole support mount. The pole support mount would be lifted into place and inserted into the hole by a hydraulic truck crane, as concrete is poured into the caisson to set the pole support mount in place. The digital display panels would



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

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

be assembled on-site and held in place by the hydraulic truck crane as they are welded to the pole support mount. Electrical and communications utilities would be installed underground to connect the digital sign to the existing on-site power source adjacent to the existing commercial retail building. Trenching for electrical and communications utilities would be between 18-24 inches deep. No buildings or structures other than the pole-mounted digital sign are proposed at the Project site.

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

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

Proposed Amendments

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

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

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

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

- The Applicant shall pay an annual Development Fee as stipulated in the Development Agreement.
- The Applicant shall provide the City with advertising space for the purposes of posting public service announcements and City-related advertising and announcements, free of charge on a space-available basis.

- The Applicant shall make available advertising space for “Amber Alert” or other emergency messages, free of charge.
 - The Applicant shall comply with all applicable California Building Code (CBC) requirements.
 - The Applicant shall maintain acceptable clearance from the Southern California Edison (SoCal Edison) distribution lines.
 - The Applicant shall comply with standards as adopted by the Caltrans Outdoor Advertising Division, Outdoor Advertising Association of America (OAAA) including but not limited to:
 - The 0.3 foot-candle limitation over ambient light levels at 250 feet.
 - Ensuring additional flexibility in reducing maximum light level standard given the lighting environment, and automatic dimming capabilities and a contact person to respond to any reasonable complaints from the City (Director of Planning and Building).
9. **Surrounding Land Uses and Setting:** As previously described, the Project site is generally bordered by commercial retail development to the north and west along Euclid Street and Condor Avenue, the Santa Ana River to the east, and I-405 to the south (refer to Figure 2 and Figure 3).
10. **Other Public Agencies Whose Approval is Required:** In addition to the discretionary approval – the proposed amendments to Section 2.9 of the Fountain Valley Crossings Specific Plan – and the Development Agreement required from the City of Fountain Valley, the proposed digital sign would require issuance of an Outdoor Advertising Permit from Caltrans.
11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?** Letters were mailed to the following Native American tribes to formally invite consultation with the City in compliance with Public Resources Code Section 21080.3.1.
- Andrew Salas, Gabrieleño Band of Mission Indians - Kizh Nation
 - Anthony Morales, Gabrielino/Tongva San Gabriel Band of Mission Indians
 - Sandonee Goad, Gabrielino/Tongva Nation
 - Sam Dunlap, Gabrielino/Tongva Nation
 - Robert F. Dorame, Gabrielino Tongva Indians of California Tribal Council
 - Linda Candelaria, Gabrielino-Tongva Tribe
 - Joyce Stanfield Perry, Juaneno Band of Mission Indians Acjachemen Nation
 - Matias Belardes, Juaneno Band of Mission Indians Acjachemen Nation

- Joseph Ontiveros, Soboba Band of Luiseno Indians
- Sonia Johnston, Juaneno Band of Mission Indians
- Teresa Romero, Juaneno Band of Mission Indians Acjachemen Nation

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

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

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

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

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

Signature

Date

14. Evaluation of Environmental Impacts:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is a fair argument that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. “Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level. (Mitigation measures from “Earlier Analyses,” as described in (5) below may be cross-referenced.)
5. Earlier analyses may be used where, pursuant to the tiering, Program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less Than Significant With Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances, etc.). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
- a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to "Less Than Significant."

15. Environmental Issues:

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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I. AESTHETICS:

Except as provided in Public Resources Code Section 21099 (where aesthetic impacts shall not be considered significant for qualifying residential, mixed-use residential, and employment centers), would the project:

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a. Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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II. AGRICULTURE and FORESTRY RESOURCES:

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agricultural farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Convert Prime Farmland, Unique Farmland, or Farmland of State-wide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g])? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Involve other changes in the existing environment, which due to their location or nature, could individually or cumulatively result in the loss of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

III. AIR QUALITY:

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

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

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

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

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

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

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

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

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

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

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

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XI. LAND USE AND PLANNING: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigation an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XII. MINERAL RESOURCES: Would the project:

Except as provided in Public Resources Code Section 21099 (where aesthetic impacts shall not be considered significant for qualifying residential, mixed-use residential, and employment centers), would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIII. NOISE: Would the project result in:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Generation of excessive ground borne vibration or ground borne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport, will the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

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

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

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVII. TRANSPORTATION: Would the project:

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVIII. TRIBAL CULTURAL RESOURCES:

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code Section 5024.1, subdivision (c). In applying the criteria set forth in Public Resources Code Section 5024.1, subdivision (c) the lead agency shall consider the significance of the resource to a California Native American tribe. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIX. UTILITIES AND SERVICE SYSTEMS: Would the project

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XXI. MANDATORY FINDINGS OF SIGNIFICANCE:

- | | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

15. Explanation of Environmental Issues:

I. AESTHETICS

Would the project:

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

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

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

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

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are

experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? Less Than Significant Impact. The Project site is designated as “Commercial Manufacturing” by the City of Fountain Valley General Plan (City of Fountain Valley 1995) and zoned as “Specific Plan” (FVMC Title 21; City of Fountain Valley 2019). The Project site is designated as “Workplace Gateway” and located within the “Activity Core” overlay the Fountain Valley Crossings Specific Plan (City of Fountain Valley 2018a).

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

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

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

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

The proposed Project would also affect long-term views of the surrounding area through the development of the proposed 85-foot-tall pole-mounted digital sign, which would be approximately 14 feet taller than the existing static sign. To evaluate the overall consistency of the proposed Project with the qualitative policies in the City’s General Plan and the Fountain Valley Crossings Specific Plan, three photosimulations were prepared for selected Key Viewing Locations (KVLs) (see Figure 4). These photosimulations were created by VIZf/x, a licensed architect, using computer software that accounts for distance and differences in elevation so that the photosimulation accurately represents the scale as would be seen by a person standing at the KVL.



LEGEND

 Key Viewing Location and Number

SCALE IN FEET

0 320

Aerial Source: Google 2020.



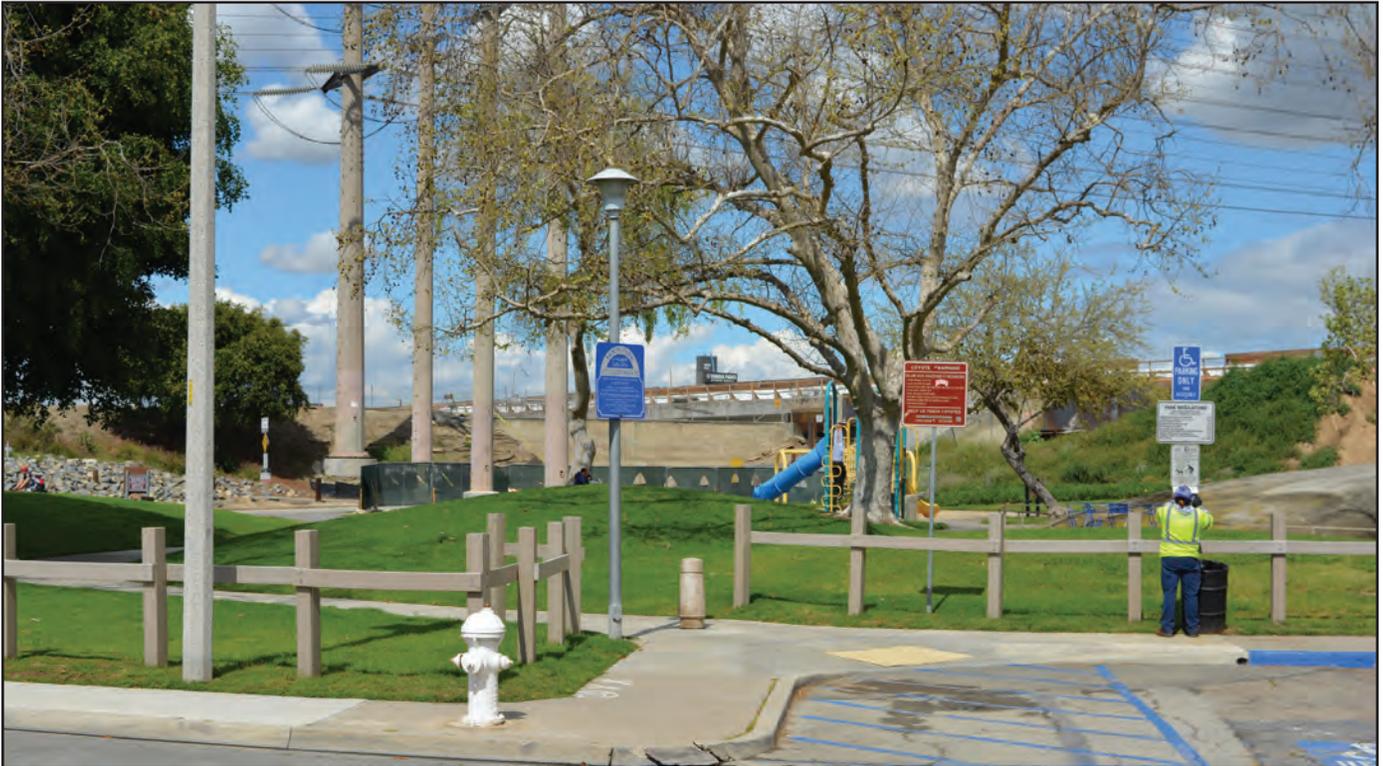
This analysis focuses on the changes to public views with the implementation of the proposed Project. Issues related to light or glare that would adversely affect day or nighttime views in the area are address in Section I(d). The public view assessment depends upon the sensitivity of the resource, as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

Costa Mesa Residential Area

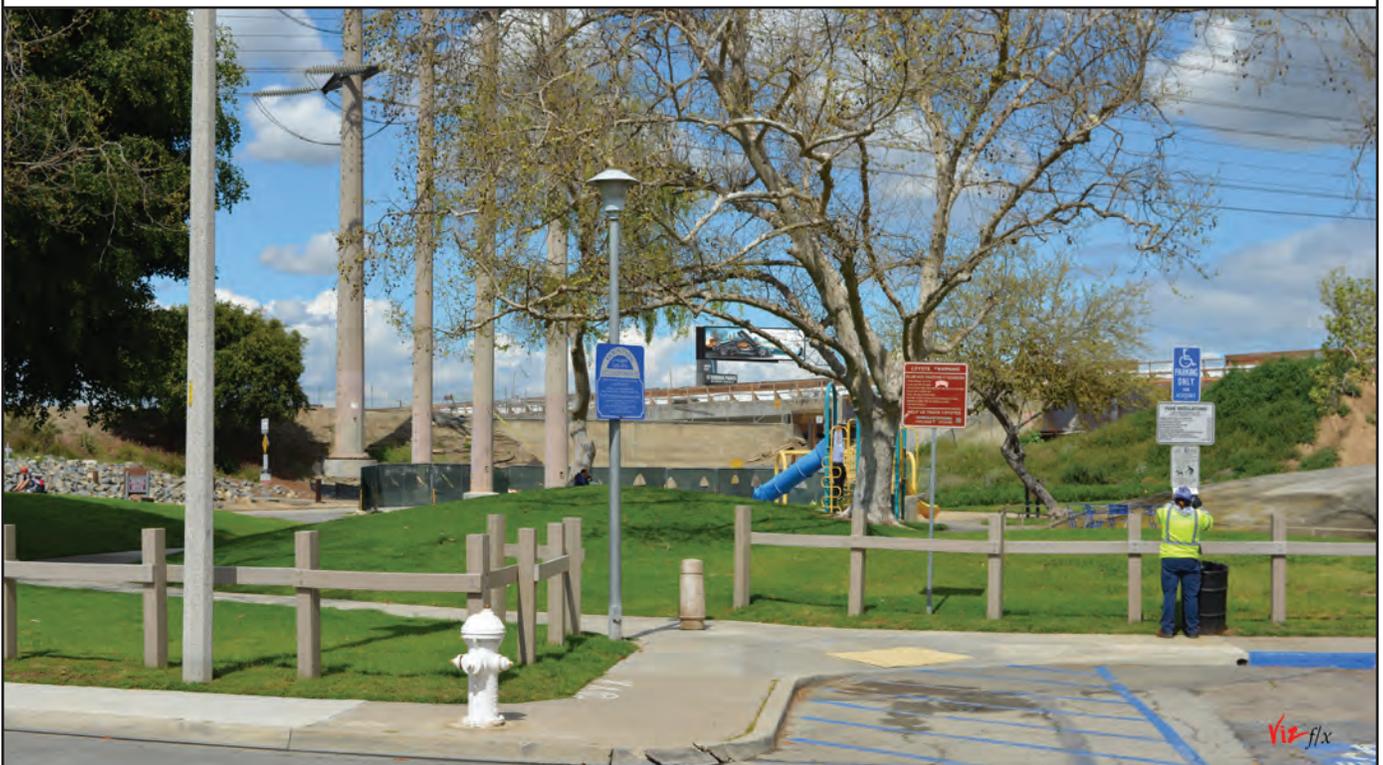
KVL 1 is located approximately 900 feet to the southeast of the Project site at Moon Park along Nevada Avenue in the northwestern portion of the City of Costa Mesa. This KVL was selected because it is representative of the views provided within this residential area to the south of I-405. However, the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

As shown in Figure 5, existing foreground views from this KVL include the asphalt parking lot, sidewalk, park fencing, and manicured grass lawn. Fire hydrants, street signs, and lampposts, which provide vertical elements to the view from the KVL. Mid-ground views include existing mature trees – including one large tree growing in the center of Moon Park – as well as the children’s play structures. Distant views include the 10-foot-tall levee forming the eastern bank of the Santa Ana River as well as I-405. The four utility poles provide additional vertical elements to the view from this KVL. The existing pole sign structure is partially visible in the background, where I-405 meets the skyline. The pole sign structure is visible between the large mature tree and the utility pole from this KVL; however, depending on where the viewer stands along Nevada Street this sign may be obscured by these mid-ground features.

Installation of the proposed pole-mounted digital sign would increase total area of signage visible from this KVL. As previously described, the pole-mounted digital sign would be approximately 85 feet tall with 672 sf display panels. Nevertheless, even with the increased height and display panel area, the foreground and mid-ground features would continue to dominate the view from this KVL. The proposed pole-mounted digital sign would be consistent with the existing industrial features – including the utility poles and I-405. Additionally, the proposed pole-mounted digital sign would be partially obscured by the existing large mature tree within the center of park. As such, the proposed digital sign would not substantially alter the visual character of this KVL.



Before Project



After Project

Santa Ana River Trail

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

As shown in Figure 6, existing foreground views from this KVL are urban in nature, including the paved trail and the concrete river channel, interrupted by the 6-foot-tall chain link fence. Mid-ground views include the levee that forms the western bank of the concrete river channel, a chain link fence on the other side of the river, the City's water tower, and the tops of the commercial buildings located along Euclid Street on the Project site. Distant views include several vertical elements such as trees, powerlines and utility poles, and street lights. The existing pole sign structure is located in the mid-ground to background views from this KVL. The 70-foot-tall pole sign structure is similar in height to the utility poles but is noticeably wider. Additionally, beyond the existing 6-foot-tall chain link fencing lining the concrete river channel the sign is not blocked or obscure by any other buildings, structures, or vegetation.

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

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



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



Before Project



After Project

Spencer Avenue

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

As shown in Figure 7, the foreground views include the paved roadway of Spencer Avenue and nearby surface parking spaces associated with the adjacent commercial/industrial development. Mid-ground views from this KVL are generally obscured by road guards and fencing. Background views include numerous power poles and the distant foothills of the Irvine Regional Park. The existing static sign is located in the mid-ground to background views from this KVL. The 70-foot-tall pole sign structure is similar in height to the utility poles but is noticeably wider.

Construction of the proposed pole-mounted digital sign would have no impact on the existing foreground views. In the mid-ground to distant view the proposed pole-mounted digital sign would be noticeably taller and would include horizontal elements (i.e., display panels) that would be plainly visible from Spencer Avenue. Due to the size of the display panels, the proposed pole-mounted digital sign would obstruct additional area of the open skyline above I-405. However, such changes would not substantially alter the existing urban character of the area, which is dominated by I-405 and ancillary road guards and fencing. Further, the proposed pole-mounted digital sign would not block or substantially obscure the distant foothills of the Irvine Regional Park.

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



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



Before Project



After Project

d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? Less Than Significant With Mitigation Incorporated.

Construction activities associated with the demolition of the existing pole sign structure and construction of the proposed digital sign would be limited to the hours between 7:00 am to 8:00 pm Monday through Friday and between 9:00 am and 8:00 pm on Saturday, consistent with City's requirements codified in the City's Noise Ordinance (FVMC Section 6.28.070[5]). While not anticipated, if necessary, construction night lighting would be limited and downcast to avoid spillover. Additionally, construction night lighting would be shut off after 8:00 pm and as such would avoid potential disturbance during the late evening hours.

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

Lighting associated with the proposed pole-mounted digital sign would be visible to the surrounding land uses, including commercial retail businesses to the north and west, Euclid Street to the east and northeast, Santa Ana River Trail to the east, and I-405 to the south of the Project site. The residential areas to southeast of the Project site within the City of Costa Mesa would be shielded and buffered from the light and glare by I-405 overpass and by existing trees and landscaping, especially those within Moon Park (refer to Figure 5).

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

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

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

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

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

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

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

II. AGRICULTURE AND FORESTRY RESOURCES

Would the project:

- a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? No Impact.** The Project site is completely developed with commercial buildings and paved surface parking lots. There are no agricultural uses located on or adjacent to the Project site. The Project site is designated “Urban and Built-Up Land” (California Department of Conservation 2018a). Therefore, the proposed Project would not convert prime, unique, or farmland of statewide importance to non-agricultural use and there would be *no impact*.
- b) **Conflict with existing zoning for agricultural use, or a Williamson Act contract? No Impact.** The Project site is zoned as “Specific Plan” and is designated as “Workplace Gateway,” intended to enable high value office development to mix with other uses on freeway adjacent sites. The “Workplace Gateway” land use designation in the Fountain Valley Crossings Specific Plan does not permit agricultural use (City of Fountain Valley 2018a, 2018b). Further, the Project site is not in a Williamson Act contract (City of Fountain Valley 2018b). Therefore, the proposed Project would not conflict with any existing zoning agricultural use or a Williamson Act contract and there would be *no impact*.
- c) **Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220[g]), timberland (as defined by Public Resources Code**

Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104[g])? No Impact. As previously described, the Project site is located in an urbanized area. There are no timberlands or forests in the City of Fountain Valley (City of Fountain Valley 2018a, 2018b). Therefore, implementation of the proposed Project would have *no impact*.

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

III. AIR QUALITY

Would the project:

- a) Conflict with or obstruct implementation of the applicable air quality plan? Less Than Significant Impact.** The U.S. Environmental Protection Agency (USEPA) is the primary Federal agency responsible for regulating air quality. The USEPA implements the provisions of the Federal Clean Air Act (CAA), which establishes National Ambient Air Quality Standards (NAAQS) for six criteria pollutants: ozone (O₃), respirable dust (PM₁₀), fine particulate matter (PM_{2.5}), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead (Pb). The NAAQS are two tiered, including primary air quality standards to protect public health and secondary air quality standards to prevent degradation to the environment (e.g., impairment of visibility, damage to vegetation and property, etc.). The USEPA designates areas with criteria pollutant concentrations that do not meet the NAAQS as nonattainment areas. States are required by the CAA to prepare State Implementation Plans (SIP) for designated nonattainment areas to demonstrate how these areas would meet attainment of the NAAQS by the prescribed deadlines. Areas that achieve the NAAQS after a nonattainment designation are redesignated as maintenance areas and must have approved Maintenance Plans to ensure continued attainment of the NAAQS.

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

On December 7, 2012, the 2012 AQMP was adopted by the SCAQMD Governing Board. The primary task of the 2012 AQMP was to bring the basin into attainment with Federal health-based standards for unhealthy fine particulate matter (PM_{2.5}) by 2014. The document states that to have any reasonable expectation of meeting the 2023 ozone (O₃) deadline, the scope and pace of continued air quality improvement must greatly intensify.

The 2016 AQMP was adopted by the SCAQMD Governing Board on March 3, 2017. The 2016 AQMP acknowledges that motor vehicle emissions have been effectively controlled and that reductions in nitrogen oxides (NO_x), the continuing O₃ problem pollutant, may need to come from major stationary sources (e.g., power plants, refineries, landfill flares, etc.). The current attainment deadlines for all Federal nonattainment pollutants are now as follows:

**Table 1
Federal Attainment Deadlines for Criteria Pollutants**

Criteria Pollutant	Deadline
8-hour O ₃ (70 parts per billion [ppb])	2032
8-Hour O ₃ (75 ppb)	2024 (old standard)
1-Hour O ₃ (120 ppb)	2023 (rescinded standard)
Annual PM _{2.5} (12 micrograms per liter [µg/m ³])	2025
24-Hour PM _{2.5} (35 µg/m ³)	2019

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

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

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

- b) Result in a cumulatively considerable net increase of any criteria pollutants for which the project region is nonattainment under an applicable federal or state ambient air quality standard? Less Than Significant Impact.** Cumulative projects include local development (see Table 11 and Figure 8) as well as general growth within the region. Construction and operation of cumulative projects could adversely impact local air quality. However, as with most development, the greatest source of emissions is from mobile sources (e.g., vehicle trips) that are generated and/or attracted by local development or general growth within the region.

As described below in Section III(c), neither short-term construction-related emissions, nor long-term operational emissions – including mobile emissions – associated with the proposed Project would exceed SCAQMD emission thresholds. In accordance with the SCAQMD

methodology, projects that do not exceed or can be mitigated to less than the SCAQMD emission thresholds are not significant and do not contribute to a cumulative air quality impact. Therefore, the proposed Project would not result in a considerable contribution to substantial cumulative impacts. This impact would be *less than significant*.

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

Existing Air Quality

SCAQMD has divided the Basin into 38 air-monitoring areas with a designated ambient air monitoring station representative of each area. The Anaheim monitoring station is the closest station to the Project site and measures both regional pollution levels such as photochemical smog (O₃), PM₁₀, PM_{2.5}, and NO_x. Table 2 provides a 6-year summary of monitoring data for the criteria pollutants from this monitoring station.

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

- Photochemical smog (O₃) levels occasionally exceed Federal and State standards. While O₃ levels are still occasionally elevated, they are much lower than 10 to 20 years ago.
- Respirable dust (PM₁₀) levels occasionally exceed the State standards with a spike occurring in 2017. The less stringent Federal PM₁₀ standard has not been exceeded in the last 6 years.
- Of the years with data available, the Federal fine particulate matter (PM_{2.5}) standard of 35 micrograms per cubic meter (µg/m³) was exceeded less than 1 percent of days with the expectation of a spike that occurred in 2018.
- The localized concentrations of NO₂ are very low near the Project site.

Criteria Pollutant Emission Thresholds

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

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

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

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

Criteria Pollutant / Standard	2013	2014	2015	2016	2017	2018
Ozone (O₃)						
1-Hour > 0.09 ppm (S)	0	2	1	2	0	1
8-Hour > 0.07 ppm (S)	0	6	1	4	4	1
8- Hour > 0.075 ppm (F)	0	4	1	0	2	0
Max. 1-Hour Conc. (ppm)	0.084	0.111	0.100	0.103	0.090	0.112
Max. 8-Hour Conc. (ppm)	0.07	0.081	0.080	0.074	0.076	0.071
Carbon Monoxide (CO)						
8- Hour > 9. ppm (S,F)	0	0	-	-	-	-
Max 8-hour Conc. (ppm)	-	-	-	-	-	-
Nitrogen Dioxide (N₂O)						
1-Hour > 0.18 ppm (S)	0	0	0	0	0	0
Max. 1-Hour Conc. (ppm) [#]	0.081	0.075	0.059	0.064	0.081	0.066
Inhalable Particulates (PM₁₀)						
24-hour > 50 µg/m ³ (S)*	5.7	12	12.1	18.4	32.8	12
24-hour > 150 µg/m ³ (F)*	0	0	0	0	0	0
Max. 24-Hr. Conc. (µg/m ³) [#]	77	84	59	74	95.7	94.6
Fine Particulate Matter (PM_{2.5})						
24-Hour > 35 µg/m ³ (F)*	1.1	-	-	1.1	-	7.2
Max. 24-Hr. Conc. (µg/m ³) [#]	44.7	46.5	53.8	45.5	56.2	68.0

Notes:

*Number of days estimated by the California Air Resources Board (CARB)

(S) = State standard

(F) = Federal Standard

[#] Value based on California approved samplers

- = insufficient data available to determine the value

Source: CARB 2020

Table 3
SCAQMD Daily Emissions Thresholds of Significance

Pollutant	Construction	Operations
NO _x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM ₁₀	150 lbs/day	150 lbs/day
PM _{2.5}	55 lbs/day	55 lbs/day
SO _x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Pb	3 lbs/day	3 lbs/day

Notes: lbs/day = pounds per day.

Source: SCAQMD 2019

Short-Term Construction Impacts

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

**Table 4
Construction Equipment Fleet**

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

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

- Watering of unpaved surfaces at least twice a day;

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

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

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

Maximal Construction Emissions	VOC	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Summer 2021	2.26	22.97	13.06	0.03	0.15	1.19
SCAQMD Daily Significance Thresholds	75	100	550	150	150	55
Exceeds Daily Significance Thresholds?	No	No	No	No	No	No

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

Long-Term Operational Emissions

Operation of the proposed pole-mounted digital sign would require periodic maintenance up to three times per year, resulting in up to 6 vehicle trips per year. These periodic maintenance trips would be similar to existing conditions, since the existing pole sign structure requires periodic maintenance including replacement of signs and lighting. No other operational activities would occur with respect to the proposed digital sign. Therefore, operation of the proposed pole-mounted digital sign would result in much lower daily maximum emissions than compared to the construction emissions presented in Table 5. Operational emissions over the course of a year would be negligible and would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. The long-term operational air quality impacts of the proposed project would *be less than significant*.

Sensitive land uses in close proximity to the Project site include Moon Park located approximately 675 feet to the south, residences located approximately 900 feet to the south, and Saint Barnabas Orthodox Church located approximately 1,100 feet to the northeast in the City of Costa Mesa. Additionally, residences are located approximately 2,300 feet to the northwest along Talbert Avenue in the City of Fountain Valley. Localized significance thresholds (LSTs) represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable Federal or State ambient air quality standards. These LSTs have been developed by the SCAQMD based on the ambient concentrations of that criteria pollutant for each source receptor area and distance to the nearest sensitive receptor. LSTs are only applicable to CO, NO_x, PM₁₀, and PM_{2.5}. The mass rate look-up tables were developed for each source receptor area (SRA) and can be used on a voluntary basis by public agencies to determine whether or not a project may generate significant adverse localized air quality impacts. The Project site is located in SRA 17, central Orange County. As such, this analysis considers LST thresholds for SRA 17 at a

receptor distance of 200 meters (i.e., approximately 656 feet) for a project of 2 acres. The LSTs applicable to the proposed Project are presented in Table 6.

**Table 6
Localized Significance Thresholds**

Pollutant	Allowable Emissions (lbs/day) (200 meters from site boundary)
CO	2,685
NO _x	148
PM ₁₀ Significance Threshold of 2.5 mg/m ³	17
PM ₁₀ 10.4 mg/m ³ (12 micrograms per liter [$\mu\text{g}/\text{m}^3$])	68
PM _{2.5} (Significance Threshold of 2.5 $\mu\text{g}/\text{m}^3$)	6
PM _{2.5} (Significance Threshold of 10.4 $\mu\text{g}/\text{m}^3$)	25

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

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

- d) Result in other emissions (e.g., those leading to odors) adversely affecting a substantial number of people? Less Than Significant Impact.** As discussed in Section III(c), the proposed pole-mounted digital sign would not function as a substantial source of criteria pollutant emissions during construction or operation, including odorous emissions. Construction-related activities, including exhaust from heavy construction equipment and the application of concrete and/or asphalt over ground disturbed during drilling and trenching activities may generate minor, temporary odors. However, these odors would be typical of construction activities, not particularly pungent, and temporary, lasting for a period of 2 to 4 weeks. Therefore, impacts would be *less than significant*.

IV. BIOLOGICAL RESOURCES

Would the project:

- a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations or by the California Department of Fish and**

Wildlife or the U.S. Fish and Wildlife Service? No Impact.

The Project site is located in an urbanized area with commercial retail development, paved surface parking lots, and heavily trafficked arterial roadways. According to the California Natural Diversity Database (2021), the only special status species within the vicinity of the Project site are the Southern California Distinct Population Segment of steelhead (*Oncorhynchus mykiss irideus*) associated with the Santa Ana River. The proposed Project would not affect the Santa Ana River. There is minimal vegetation on the



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

Project site and the vegetation that is present is limited to shrubbery and small trees. Therefore, there is no suitable habitat for federally or State listed species or other special status species. The demolition of the existing pole sign structure and the construction of the proposed pole-mounted digital sign would not require any removal of vegetation that could impact migratory birds. Additionally, due to the presence of I-405 immediately adjacent to the Project site, the contribution of construction-related noise would be negligible and would not impact nesting birds. Implementation of the proposed Project would have *no impact*.

- b) Have substantial adverse impact on any riparian habitat or other natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service? No Impact.** Refer to Section IV(a). As previously described, the Project site is located in an urbanized area with commercial retail development, paved surface parking lots, and heavily trafficked arterial roadways. There are no riparian habitats or other natural communities on the Project site or in the surrounding vicinity. Therefore, the implementation of the proposed Project would have *no impact*.
- c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filing, hydrological interruption, or other means? No Impact.** Refer to Section IV(a). No wetlands exist on the Project site. The Project site is located approximately 180 feet from the Santa Ana River, which is listed as a riverine wetland (U.S. Fish and Wildlife Service 2019). However, this watercourse is separated from the Project site by Euclid Street which consists of three northbound and three southbound lanes, cumulatively spanning approximately 85 feet. The Santa Ana River is also channelized with 10-foot-tall levees that protects the surrounding development from flooding. These levees also prevent direct runoff into the concrete river channel. As such, construction and operational activities would not have any direct or indirect impacts on this watercourse. Therefore, implementation of the proposed Project would have *no impact*.
- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? No Impact.** Refer to Section IV(a). The

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

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

V. CULTURAL RESOURCES

Would the project:

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

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

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

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

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

VI. ENERGY

Would the project:

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

Construction-Related Energy Consumption

Heavy-duty construction equipment associated with excavation, trenching, paving, and installation of the proposed pole-mounted digital sign is described in Table 4. For the purposes of this assessment, it is assumed that the construction equipment would be diesel-fueled and construction activity would occur over a 4-week period, during which the maximum of 10 construction workers would be present on the Project site (refer to Section III, *Air Quality*).

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

activities, the fuel used by construction workers commuting to the site would be approximately 128.5 gallons of gasoline and would be a negligible contribution to the State-wide transportation gasoline consumption (Energy Information Administration 2020).

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

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

Energy Conservation: Regulatory Compliance

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

Anticipated Energy Consumption

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

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

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

VII. GEOLOGY AND SOILS

Would the project:

- a) Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:**

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.) No Impact. The Project site is not located within a State-designated Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards (California Department of Conservation [CDC] 2018a). The closest known faults to the Project site are the Bolsa-Fairview fault – located within the Newport-Inglewood-Rose Canyon fault zone – approximately 3.6 miles to the southwest of the Project site and the San Joaquin Hills thrust fault, the head of which begins approximately 620 feet to the southwest of the Project site (CDC 2018a; U.S. Geological Survey [USGS] 2020). Neither the San Joaquin Hills thrust or Newport-Inglewood-Rose Canyon fault have experienced displacement within the past 200 years. The Bolsa-Fairview fault is Late Quaternary, meaning it has experienced displacement during the last 130,000 years. Similarly, the San Joaquin Hills thrust fault is Latest Quaternary, meaning it has experienced displacement within the last 15,000 years (USGS 2020). The proposed Project is limited to the demolition of an existing pole sign structure and the construction of a proposed pole-mounted digital sign in its place. There are no large building footprints or linear project elements (e.g., streets, sidewalks, etc.) that could be bisected by an existing fault. Therefore, implementation of the proposed Project would have *no impact*.

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

ii. Strong seismic ground shaking? Less Than Significant Impact.

Because the Project site is located in the seismically active region of Southern California, there is the potential for strong ground motion. As with all projects in the City of Fountain Valley, the proposed Project would comply with the CBC, including all applicable standards related to seismicity. Further, the proposed pole-mounted digital sign would not be located immediately adjacent to any habitable structures. With the exception of a small corner of the existing commercial retail building, no habitable buildings occur within the 100-foot radius. Therefore, there would be a limited potential for direct or indirect impacts related to seismicity



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

(e.g., damage to adjacent structures). Overall, the impacts related to seismic ground shaking associated with the proposed Project would be *less than significant*.

iii. Seismic-related ground failure, including liquefaction? Less Than Significant With Mitigation Incorporated.

Liquefaction is a phenomenon when loose, saturated, relatively cohesionless soil deposits lose their shear strength during strong ground motions. The primary factors controlling liquefaction include intensity and duration of ground motion, gradation characteristics of the subsurface soils, in-situ stress conditions, and the depth to groundwater. Liquefaction is typified by a loss of shear

strength in the liquefied layers due to rapid increases in pore water pressure generated by earthquake accelerations.

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

Nevertheless, as demonstrated by the existing commercial/industrial development in the area, the Project site is capable of supporting development, including the existing 70-foot-tall pole sign structure, which was constructed between 2011 and 2013. As with this existing development, the proposed pole-mounted digital sign would comply with the CBC, including all applicable provisions related to potentially liquefiable soils. To ensure that the potential for adverse effects involving ground failure and liquefaction are reduced to a less than significant level, the proposed Project would be required to implement the following mitigation measure:

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

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

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

b) Result in substantial soil erosion or loss of topsoil? Less Than Significant Impact.

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

18.06.100). With the implementation of all applicable short-term soil erosion control measures potential soil erosion impacts would be *less than significant*.

- c) ***Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? Less Than Significant Impact With Mitigation Incorporated.*** Refer to Section VII(a)(iii). With the implementation of MM GEO-1, hazards related to geologic instability would be *less than significant with mitigation incorporated*.
- d) ***Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? Less Than Significant With Mitigation Incorporated.*** Refer to Section VII(a)(iii). With the implementation of MM GEO-1 hazards related to geologic instability would be *less than significant with mitigation incorporated*.
- e) ***Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water? No Impact.*** The proposed Project would be limited to the demolition of an existing static sign and the construction of a new digital sign in its place. The proposed Project would not involve the construction of habitable buildings or otherwise require the installation of a septic tank or alternate water disposal system. Therefore, the implementation of the proposed Project would have *no impact*.
- f) ***Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? No Impact.*** As described in Section V(a), the proposed Project would be limited to the demolition of an existing pole sign structure and the construction of a proposed pole-mounted digital sign in its place. Based on a review of aerial imagery, the existing commercial development was constructed before 1994 and the existing pole sign structure was constructed between 2011 and 2013. As such, the area that would be impacted by excavation of the existing concrete footings and construction of the proposed pole-mounted digital sign has been recently disturbed and is highly unlikely to contain paleontological resources. Therefore, the implementation of the proposed Project would result in *no impact*.

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

VIII. GREENHOUSE GAS EMISSIONS

Would the project:

- a) ***Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? Less Than Significant Impact.*** “Greenhouse gases” (GHGs; so called because of their role in trapping heat near the surface of the Earth) emitted by human activity are implicated in global climate change, commonly referred to as “global warming.” GHGs contribute to an increase in the temperature of the Earth’s atmosphere by transparency to short wavelength visible sunlight, but near opacity to outgoing terrestrial long wavelength heat radiation in some parts of the infrared spectrum. The principal GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), O₃,

and water vapor. For purposes of planning and regulation, CCR, Title 14, Section 15364.5 defines GHGs to include CO₂, CH₄, N₂O, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. These gases have different potentials for trapping heat in the atmosphere, called global warming potential (GWP). For example, 1 pound of CH₄ has 21 times more heat capturing potential than 1 pound of CO₂. When dealing with an array of emissions, the gases are converted to carbon dioxide equivalents (CO₂e) for comparison purposes.

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

SCAQMD designates a threshold of 1,400 MT CO₂e/yr for commercial projects, which has been used as a guideline for the GHG analysis for the proposed Project (SCAQMD 2010).

Construction GHG emissions associated with the proposed Project are primarily associated with use of off-road construction equipment, on-road hauling and vendor truck trips, and worker vehicle trips. As with the energy analysis in Section VI, *Energy* for the GHG analysis, the proposed Project is conservatively assumed to be constructed within over a period of 4 weeks. Table 7 presents construction-related GHG emissions for the proposed Project in 2020 from on-site (i.e., construction equipment) and off-site emission sources (i.e., hauling and vendor trucks and worker vehicles). Estimated construction GHG emissions would be well below the SCAQMD threshold of 1,400 MT CO₂e/yr for commercial projects, therefore the GHG impacts from construction associated with the proposed Project would be *less than significant*.

**Table 7
Estimated Construction GHG Emissions (MT CO₂e/yr)**

Construction Year	MT CO ₂ e/yr
Summer 2021	15.27
SCAQMD Threshold	1,400
Significant?	No

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

Project Operational GHG Emissions

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

The primary source of new operational GHG emissions would be attributed to electricity consumption of the proposed Project. However, based on the CEQA-compliant Initial Study for a similarly sized digital sign in the City of Baldwin Park, GHG emissions associated with electricity use would be nominal (i.e., less than 1.0 MT CO₂e/yr) (City of Baldwin Park 2017). Therefore, operational GHG emissions would not exceed SCAQMD thresholds of 1,400 MT CO₂e/yr and impacts would be *less than significant*.

- b) **Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? Less Than Significant Impact.** The City does not have an adopted Climate Action Plan. However, as described in Section VIII(a), the proposed Project would not have a significant increase in either construction or operational GHG emissions. During operation, the proposed Project is estimated to generate less than 1.0 MT CO₂e/yr, which would not exceed the SCAQMD threshold of 1,400 MT CO₂e/yr for commercial projects. Therefore, the proposed Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. The proposed project would, not preclude or obstruct the State's GHG reduction goals established by AB 32 and impacts would be *less than significant*.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

- a) **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? Less Than Significant Impact.** The proposed Project would include the temporary use of heavy construction equipment that would be fueled or serviced using oils, grease, or diesel. While such materials are not acutely hazardous and would not occur in large quantities, implementation of the proposed Project would introduce hazardous materials, and by extension, risk of accidental spills or leaks. The presence of construction-related hazardous materials would be temporary, occur in minimal amounts, and all storage, handling, use and disposal of these materials are regulated by Federal, State, and local regulations. Compliance with all applicable required standards would ensure that potential impacts related to hazardous materials would be *less than significant*.
- b) **Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? No Impact.** As described above in Section IX(a), the proposed Project would not create a significant hazard to the public. Operation of the proposed pole-mounted digital sign would not create or release hazardous materials into the environment. Therefore, implementation of the proposed project would have *no impact*.
- c) **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? Less Than Significant.** No schools are located within a 0.25-mile radius of the Project site. The nearest schools are California Elementary School and TeWinkle Middle School, located approximately 0.67 miles southeast of the Project site in the City of Costa Mesa, and Cox Elementary School, located approximately 0.74 miles northwest of the Project site in the City of Fountain Valley. The area north of I-405 within a 0.25-mile radius of the Project site is designated as "Workplace Gateway" in the Fountain Valley Crossings Specific Plan, intended to enable high value office development to mix with other uses on freeway adjacent sites. Therefore, no schools are currently proposed or likely to be proposed in the future. The area to the south of I-405 within 0.25 mile of the Project site is already developed with industrial, residential, and public/institutional land uses and is therefore unlikely to be occupied by a school in the future. None of the activities associated with the construction or operation of the proposed Project would impact nearby schools. Hazardous materials such as diesel fuel, lubricants, and paints would be stored and used at the Project site during construction. However, these hazardous materials would be stored in accordance with all applicable Federal, State, and local regulations. Compliance with these laws and regulations during construction of the proposed Project would ensure that potential impacts would be *less than significant*.

- d) **Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or environment? No Impact.** The Project site is not listed as a hazardous material site on the “Cortese” list pursuant to Government Code Section 65962.5 (Department of Toxic Substance Control 2020). Therefore, implementation of the proposed Project would have *no impact*.
- e) **For a project located within an airport land use plan, or where such a plan has not been adopted, within 2 miles of a public airport, would the project result in a safety hazard or excessive noise for people working or residing in the project area? No Impact.** The closest airport to the Project site is John Wayne Airport, which is a public use, general aviation airport, located approximately 4 miles east of the Project site. The Project site is located outside of the John Wayne Airport Influence Area (Airport Land Use Commission for Orange County [ALUCOC] 2005, 2008) and would not result in safety hazards or excessive noise for construction workers or maintenance workers at the Project site, therefore, the proposed Project would have *no impact*.
- f) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? No Impact.** Construction staging and equipment laydown areas would be located within the paved surface parking lot within the Project site (i.e., outside of the public right-of-way) and would not impair or otherwise physically interfere with the circulation of surrounding roadways, including accessibility of emergency response vehicles and/or passenger vehicles using the surrounding roadway network in the event of an emergency or evacuation. Similarly, the proposed pole-mounted digital sign would replace the existing static sign and would not affect or otherwise encroach on the surrounding roadways. Therefore, the implementation of the proposed Project would have *no impact*.
- g) **Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? No Impact.** There are no designated wildland hazard severity zones in the City of Fountain Valley (California Department of Forestry and Fire Protection [CalFire] 2007, 2011; see Section XX, *Wildfire*). Therefore, the implementation of the proposed Project would have *no impact*.

X. HYDROLOGY AND WATER QUALITY

Would the project:

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

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

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

- b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? No Impact.** The proposed Project is limited to the demolition of the existing pole sign structure and the construction of a proposed pole-mounted digital sign in its place. Construction and operation of the proposed Project would have no impact on groundwater demands and would not interfere with groundwater recharge. Therefore, implementation of the proposed Project would have *no impact*.
- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner, which would:**
- i. Result in substantial erosion or siltation on or off site? Less Than Significant Impact.** The Project site is relatively flat and characterized by existing commercial retail development and paved surface parking lots. The existing drainage patterns on the Project site would be maintained following completion of the proposed Project; therefore, existing flows would not be impacted. No natural drainage systems (i.e., stream or river) exist on-site. Implementation of the proposed Project would not alter flows of the Santa Ana River, which is located approximately 180 feet west of the Project site. Construction activities would involve minor grading and re-paving of previously disturbed surface areas. However, ground disturbance would be limited to an area of approximately 50 sf; therefore, the potential for erosion or siltation during construction would be minimal. Additionally, implementation of the standard BMPs discussed in Section X(b) would further reduce potential for adverse impacts. Repaving would only occur over areas with existing pavement; therefore, the net coverage of impervious surface area on or surrounding the Project site would not increase, and surface runoff flows would not increase. Since the proposed Project would neither generate additional runoff, nor alter the course of any downstream watercourses, impacts would be *less than significant*.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site? No Impact. As discussed in Section X(c)(i), the proposed Project would not significantly increase the amount of runoff generated from the Project site. Following the installation of the proposed pole-mounted digital sign, the existing impervious surface area at the Project site would remain unchanged. The construction of the proposed pole-mounted digital sign would not substantially increase the rate or amount of surface runoff or contribute to potential exceedances in the capacity of the existing storm drain system. Therefore, implementation of the proposed Project would have *no impact*.

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

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

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation. Less Than Significant Impact. The Project site is located in a moderate flood hazard area, as designated by Federal Emergency Management Agency (FEMA) flood maps (FEMA 2019). However, the Project site is protected from the 100-year flood due to existing levees forming the banks of the channelized Santa Ana River. The Project site is approximately 4.69 miles from the Pacific Ocean and approximately 23 feet above mean sea level. The Project site is not mapped within a Tsunami Inundation Area (CDC 2009). The City's General Plan recognizes seismic seiches as potential hazards to the City due to the large wastewater collection and treatment center (located approximately 0.2 miles southwest of the Project site), associated waste water pipelines, two 5-million-gallon storage and distribution reservoirs (the nearest of which is located approximately 380 feet south of the Project site), and other water storage tanks located within the City (City of Fountain Valley 1995, 2016). However, as described in Section IX, *Hazards and Hazardous Materials* construction and operation of the proposed digital sign would not introduce or generate acutely hazardous materials or pollutants. Therefore, potential impacts associated with the proposed Project would be *less than significant*.

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

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

XI. LAND USE AND PLANNING

Would the project:

a) Physically divide an established community? No Impact.

The Fountain Valley Crossings Specific Plan Area is located in the southeast area of the City, immediately north of I-405 and west of the Santa Ana River. The Project site is designated as “Workplace Gateway” in the Fountain Crossings Specific Plan, intended to enable high value office development to mix with other uses on freeway adjacent sites. The Project site is also located within the “Activity Core” overlay, which is intended to offer commercial goods and services as well as community services that cater to the immediate district as well as the City and surrounding area (City of Fountain Valley 2018).



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

The proposed Project would be limited to the demolition of an existing pole sign structure and the construction of a proposed pole-mounted digital sign in its place. The proposed pole-mounted digital sign is an ancillary structure that would not impair or physically interfere with the existing land use designation or the circulation of surrounding roadway network, bicycle facilities, or pedestrian facilities. Therefore, the proposed Project would not physically divide an established community and would have *no impact*.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? Less Than Significant Impact.

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

General Plan Consistency

General Plan goals relating to “Commercial Manufacturing” prioritize the accommodation of light industrial uses and office space. Service and retail uses that are supportive of these primary uses are also permitted in areas designated as Commercial Manufacturing. The General Plan also prioritizes local economic development within the City. The proposed pole-mounted digital sign would support such goals by providing advertisements for on- and off-site businesses, including local businesses within the City of Fountain Valley. The unique location of the proposed digital sign along I-405 would enhance the overall visibility of the City and provide advertisements to local and non-local commuters. In addition, in accordance with the Development Agreement, the proposed digital sign would promote public benefits and events as well as aid public safety and health by displaying amber alerts and public notices for the police and fire department during emergency events when widespread public alerts are needed. As such, the proposed Project would be consistent with the City’s General Plan.

Zoning and Specific Plan Consistency

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

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

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

The proposed Project would be limited to the demolition of an existing pole sign structure and the construction of a proposed pole-mounted digital sign in its place. The proposed pole-mounted digital sign is an ancillary structure that would not impair or physically interfere with the existing land use designations under the Fountain Valley Crossings Specific Plan. Prior to

the issuance of a building permit for the proposed pole-mounted digital sign the Applicant would enter into a Development Agreement with the City. As a part of the proposed Project, the Applicant shall implement measures described in the Development Agreement, including but not limited to compliance with the standards adopted by the OAAA regarding lighting. As such, the proposed Project would not cause adverse environmental effects. With the City's adoption of the proposed amendment to Section 2.9, the proposed Project would have a *less than significant impact*.

Outdoor Advertising Act Compliance

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

Display Location

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

Display

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

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

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

XII. MINERAL RESOURCES

Would the project:

- a) **Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? No Impact.** According to the Program EIR for the Fountain Valley Crossings Specific Plan there are no known mineral resources or associated operational mineral resource recovery sites within the Project site or in the surrounding vicinity (City of Fountain Valley 2018b). The City's General Plan does not identify any locally important minerals either within the Project site or in the surrounding vicinity (City of Fountain Valley 1995). Further, there are no mining activities either on or adjacent to the Project site. Therefore, with regard to mineral resources, the proposed Project would have *no impact*.
- b) **Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? No Impact.** Refer to Section XII(a).

XIII. NOISE

Would the project:

- a) **Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies? Less Than Significant Impact.** Noise is typically defined as unwanted sound that interferes with normal activities or otherwise diminishes the quality of the human or natural environment. The ambient noise environment typically includes background noise generated from both near and distant noise sources. These can vary from an occasional aircraft overhead or an occasional train passing by to continuous noise from sources such as consistent vehicle traffic along a major road and/or pedestrian activity within open space recreational areas or other places where people congregate.

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

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

Noise Standards

Several rating scales have been developed to analyze the adverse effect noise on people. Since environmental noise fluctuates, these scales consider the effect of noise upon people largely dependent upon the total acoustical energy content of the noise, as well as the time of

day when the noise occurs. Each noise rating scale applicable to this analysis is defined as follows:

- Equivalent Continuous Noise Level (L_{eq}) is the average acoustic energy of noise for a given period. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. This rating scale does not “weight” or “penalize” noise, depending on whether it occurs during the day or the night.
- Community Noise Equivalent Level (CNEL) is a 24-hour average L_{eq} with a 5-dBA “weighting” or “penalty” during the hours of 7:00 pm to 10:00 pm and a 10-dBA “weighting” or “penalty” a during the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.7 dBA CNEL. CNEL is often used due to its utility in identifying noise related sleep disturbance effects, often a key community concern for increases in noise levels. This metric is typically used by state and local agencies for noise analyses and CEQA-compliant documents.
- Minimum Instantaneous Noise Level (L_{min}) is the minimum instantaneous noise level experienced during a given period.
- Maximum Instantaneous Noise Level (L_{max}) is the maximum instantaneous noise level experienced during a given period.

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

**Table 8
Fountain Valley Noise Ordinance Standards
FVMC Section 6.28.050**

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

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

- The noise standard for a cumulative period of more than 30 minutes in any hour; or
- The noise standard plus 5 dBA for a cumulative period of more than 15 minutes in any hour; or
- The noise standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour; or

- The noise standard plus 15 dBA for a cumulative period of more than 1 minute in any hour; or
- The noise standard plus 20 dBA for any period of time.

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

Temporary Noise Impacts

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



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

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

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

**Table 9
Construction Equipment Noise Levels**

Phase	Equipment	Usage Factor	Noise Level at 50 feet (dBA L_{max})
Demolition	Crane	16%	81
	Concrete Saw	20%	90
	Loader/Backhoe	40%	78
	Rubber Tired Dozer	40%	N/A
Grading/Trenching	Excavator	40%	81
	Grader	40%	N/A
	Aerial Lift	20%	75
	Loader/Backhoe	40%	78
	Drill Rig	20%	79
	Trencher	N/A	N/A
	Cement and Mortar Mixer	40%	79
	Concrete Saw	20%	90
Construction	Crane	16%	81
	Loader/Backhoe	40%	78
	Welder	16%	74
	Forklift	N/A	N/A
	Aerial Lift	20%	75

Source: FHWA's Roadway Construction Noise Model 2006

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

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

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

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

The potential for construction-related noise to adversely affect nearby sensitive receptors would depend on the location and proximity of construction activities to these receptors. It should be noted that the noise levels identified in Table 10 are maximum sound levels, which are the highest individual sound occurring at an individual time period. Operating cycles for these types of construction equipment may involve 1 to 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings.

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

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

associated with the proposed Project would not be substantial enough to affect residential areas at this distance. Therefore, impacts related to ground borne vibrations would be *less than significant*.

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

XIV. POPULATION AND HOUSING

Would the project:

- a) ***Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)? No Impact.*** The proposed Project would be limited to the demolition of an existing static sign and the construction of a proposed digital sign in its place. The proposed Project would not result in additional residential uses, additional roads, or other infrastructure. As such, the proposed Project would neither directly, nor indirectly result in population growth. Implementation of the proposed Project would have *no impact*.
- b) ***Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? No Impact.*** As previously described the Project site is located in an urbanized area that is completely developed with commercial structures, paved surface parking lots, and heavily trafficked roadways. The Project site is zoned as “Specific Plan.” The Project site is designated as “Workplace Gateway” in the Fountain Valley Crossings Specific Plan and is located within the “Activity Core” overlay (City of Fountain Valley 2018a). As such, there are neither existing, nor proposed residential units on the Project site. The nearest residential area is located approximately 900 feet to the southeast, in the City of Costa Mesa, south of I-405. Therefore, the proposed Project would neither displace housing, nor require the construction of replacement housing. Implementation of the proposed Project would have *no impact*.

XV. PUBLIC SERVICES

Would the project:

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

- i. ***Fire protection? No Impact.*** Fire protection services are provided to the Project site and surrounding vicinity by the Fountain Valley Fire Department. Fire Station No. 2 is located

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

- ii. Police protection? No Impact.** Police protection services are provided to the Project site and surrounding vicinity by the Fountain Valley Police Department. The Police Station is located at 10200 Slater Avenue, approximately 1.2 miles northwest of the Project site. The proposed Project would be limited to the demolition of an existing pole sign structure and the construction of a proposed pole-mounted digital sign in its place. Construction and operation of the proposed pole-mounted digital sign would not create a need for new or additional police protection services or facilities in order to maintain acceptable police protection performance objectives. As such, the implementation of the proposed Project would have *no impact*.
- iii. Schools? No Impact.** As described in Section IX(c), the nearest schools are California Elementary School and TeWinkle Middle School, located approximately 0.67 miles southeast of the Project site in the City of Costa Mesa, and Cox Elementary School, located approximately 0.74 miles northwest of the Project site in the City of Fountain Valley. The proposed Project would be limited to the demolition of an existing static sign and the construction of a proposed pole-mounted digital sign in its place. As described in Section XIV, *Population and Housing*, construction and operation of the proposed pole-mounted digital sign would not induce population growth and as such it would not create a need for school services. Implementation of the proposed Project would have *no impact*.
- iv. Parks? No Impact.** The closest public park to the Project site is Moon Park, located approximately 675 feet to the southeast of Project site in Costa Mesa, across I-405. Moon Park is approximately 2.27 acres and includes a playground and picnic tables. As described in Section XIV, *Population and Housing*, construction and operation of the proposed pole-mounted digital sign would not result in any population growth and as such it would not create a new need for public parks. As such, the proposed Project would have *no impact*.
- v. Other public facilities? No Impact.** There are no other public facilities (e.g., libraries) or services that would be impacted by the proposed Project. As such, the proposed Project would have *no impact*.

XVI. RECREATION

Would the project:

- a) **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? No Impact.** Refer to Section XV(a)(iv).
- b) **Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? No Impact.** Refer to Section XV(a)(iv).

XVII. TRANSPORTATION

Would the project:

- a) **Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? No Impact.** The proposed Project would be limited to the demolition of an existing pole sign structure and the construction of a proposed pole-mounted digital sign in its place and would not affect the surrounding roadways. As described in Section XI, *Land Use and Planning* construction staging and equipment laydown areas would be located in the paved surface parking lot within the Project site (i.e., outside of the public right-of-way) and would not impair or physically interfere with the circulation of the surrounding roadway network, bicycle facilities, or pedestrian facilities. As such, the proposed Project would have *no impact*.
- b) **Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)? Less Than Significant Impact.** Implementation of the proposed Project would result in a temporary, short-term increase in vehicle trips during the 2- to 4-week construction duration. It is anticipated that concrete debris from the demolition of the existing concrete foundations would require approximately 5 heavy haul truck trips. Construction associated with the proposed Project would require approximately 14 truck trips for removal of the existing static display and delivery of the pole support mount, digital displays, and other associated construction materials. It is estimated that up to 10 construction workers would be on-site for the duration of the construction activities. Therefore, there would be a total of less than 25 trips per day. According to a technical advisory on evaluating transportation impacts from the State of California Governor's Office of Planning and Research (OPR), "[a]bsent substantial evidence indicating that a project would generate a potentially significant level of vehicle miles traveled (VMT), or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day² generally may be assumed to cause a less than significant transportation impact" (OPR 2018). Therefore,

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

because the proposed construction activities would generate fewer trips than the OPR's threshold of 110 trips per day, impacts related to VMT would be *less than significant*.

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

- c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? Less than Significant With Mitigation Incorporated.** Two driveways provide access to the Project site from Euclid Street, one driveway is located on the northeast corner of the Project site and the other is located on the southeast corner immediately adjacent to the existing pole sign structure. During construction activities – particularly during the use of the hydraulic truck crane to demolish the existing pole sign structure and to construct the proposed pole-mounted digital sign – the proposed Project could result in temporary safety hazards for vehicles and pedestrians. However, compliance with the construction management plan required by MM T-1 would ensure that impacts would be *less than significant with mitigation incorporated*.

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

The plan shall be designed to accomplish the following:

- Ensure safety for construction workers, commercial retail employees and customers, and vehicles and pedestrians traveling along Euclid Street.
- Minimize traffic and circulation impacts on the surrounding roadway network – including Euclid Street – to the maximum extent feasible during the 2- to 4-week construction period.

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

- Description and/or depiction of construction and equipment staging areas within the existing paved surface parking lot.
- Description and/or depiction of the timing and location of designated detours for vehicles, bicycles, and pedestrians. For example, the southeastern driveway at the Project site may require temporary closure during demolition of the existing static sign and/or construction of the proposed digital sign.
- Requirements for at least one construction flagger that shall be stationed at southeastern driveway of the Project site to ensure coordination managing vehicle and pedestrian traffic. The construction management plan shall provide detailed methods for the construction flagger(s) to address potential safety hazards related heavy truck traffic and construction equipment.

- Requirements for traffic cones and warning signs along southbound Euclid Street near the Project site.
- Requirements for streets and equipment to be cleaned in accordance with established City Public Works Department guidelines.
- Requirements for all heavy truck drivers and equipment operators to receive a briefing at the beginning of construction regarding traffic safety concerns anticipated to be encountered at the Project site and in the surrounding vicinity.
- Requirements for the Applicant to advise adjacent properties of construction activities using information signs, mailings, and/or e-mail.

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

XVIII. TRIBAL CULTURAL RESOURCES

Would the project:

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). No Impact. As described in Section V, *Cultural Resources* the area that would be impacted by excavation of the existing concrete footings and construction of the proposed digital sign has been recently disturbed and is highly unlikely to contain buried pre-historic or historic archaeological resources. Therefore, the implementation proposed Project would result in *no impact*.

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

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

- b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. No Impact.** Refer to Section XVIII(a).

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

- a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects? Less Than Significant Impact.** The proposed Project would not create or require any changes to water, wastewater treatment, storm water drainage, or natural gas facilities. As described in Section VI(a), it is estimated operation of the proposed Project would generate a demand for electricity of approximately 6,500 kWh per month, or 78 MWh annually (City of Baldwin Park 2017). Existing on-site utility infrastructure would be able to provide for this minor increase in demand. The proposed Project would involve trenching to connect the proposed pole-mounted digital sign to the existing on-site power source adjacent to the existing commercial retail building. However, these activities would involve minor ground disturbance (i.e., trenching to a depth of between 18 and 24 inches) and would not cause significant environmental impacts or interruptions in utilities service. Therefore, impacts to existing utilities and service systems would be *less than significant*.
- b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? No Impact.** The proposed Project would be limited to the demolition of an existing static sign and the construction of a proposed digital sign in its place. The proposed Project would not result in increased water consumption or wastewater generation compared to existing conditions. Implementation of the proposed Project would not require water and wastewater conveyance facilities or the expansion of existing facilities. Therefore, implementation of the proposed Project would have *no impact*.
- c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? No Impact.** Refer to Section XIX(b).
- d) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? Less Than Significant.** No solid waste would be generated during long-term operation of the proposed pole-mounted digital sign in comparison to existing conditions. Demolition of the pole sign structure may generate debris, such as asphalt, rubble, or concrete that cannot be recycled and would be hauled to a landfill.

Republic Services is the current contract solid waste hauler for the City of Fountain Valley and would serve the proposed Project. The solid waste that is collected in Fountain Valley is taken to a MRF in Huntington Beach. All recyclables are recovered and the remaining solid waste is taken to the Frank R. Bowerman Landfill. The City's waste hauler would actively recycle the solid waste generated by the proposed Project to reduce the amount of material that is hauled to the landfill. Any solid waste generated by the proposed Project that

cannot be recycled would be hauled to the Frank R. Bowerman Landfill. The Frank R. Bowerman Landfill is permitted to accept 11,500 tons per day maximum with an 8,500 tons per day annual average and has enough capacity to serve residents and businesses until approximately 2,052 tons. The solid waste generated by the proposed Project during the 2- to 4-week construction period would incrementally contribute to the facility's daily intake and would not result in exceedance of the facility's total daily capacity. Therefore, impacts to the life expectancy of any of the landfills that serve the proposed Project would be *less than significant*.

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

XX. WILDFIRE

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

- a) **Substantially impair an adopted emergency response plan or emergency evacuation plan?** **No Impact.**

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



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

- b) **Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?** **No Impact.** Refer to Section XX(a). The Project site and surrounding vicinity are generally flat with no significant topographic relief. Santa Ana winds could expose the Project site to smoke and other pollutants associated with wildfires located east of the City. However, that exposure would not be specific to the Project site because much of the City would be exposed. Additionally, the proposed Project would be limited to the demolition of an existing pole sign structure and the construction of a proposed pole mounted digital sign. No habitable structures would be constructed under the proposed Project.

Therefore, implementation of the proposed Project would not exacerbate potential pollutant concentrations from a wildfire due to slope, prevailing winds, or other factors. Implementation of the proposed Project would have *no impact*.

- c) **Require the installation or maintenance of associated infrastructure (e.g., roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? No Impact.** Refer to Section XX(a). The proposed Project would not require the installation or maintenance of any roads, fuel breaks, emergency water sources, power lines, or other utilities to protect the Project site and the surrounding area from a wildfire. Therefore, implementation of the proposed Project would have *no impact*.
- d) **Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? No Impact.** As previously described in Section XX(a), the proposed Project is not located within a moderate, high, or very high fire hazard severity zone. Additionally, as described in Section XX(b), the Project site and surrounding properties are generally flat with no significant topographic relief that would expose structures or Project site to significant risks due to downslope or downstream flooding or landslides. Because the proposed Project is not located in a wildland fire hazard severity zone or downslope of any hillsides, the proposed Project would not expose people or structures to significant risks. Therefore, implementation of the proposed Project would have *no impact*.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE:

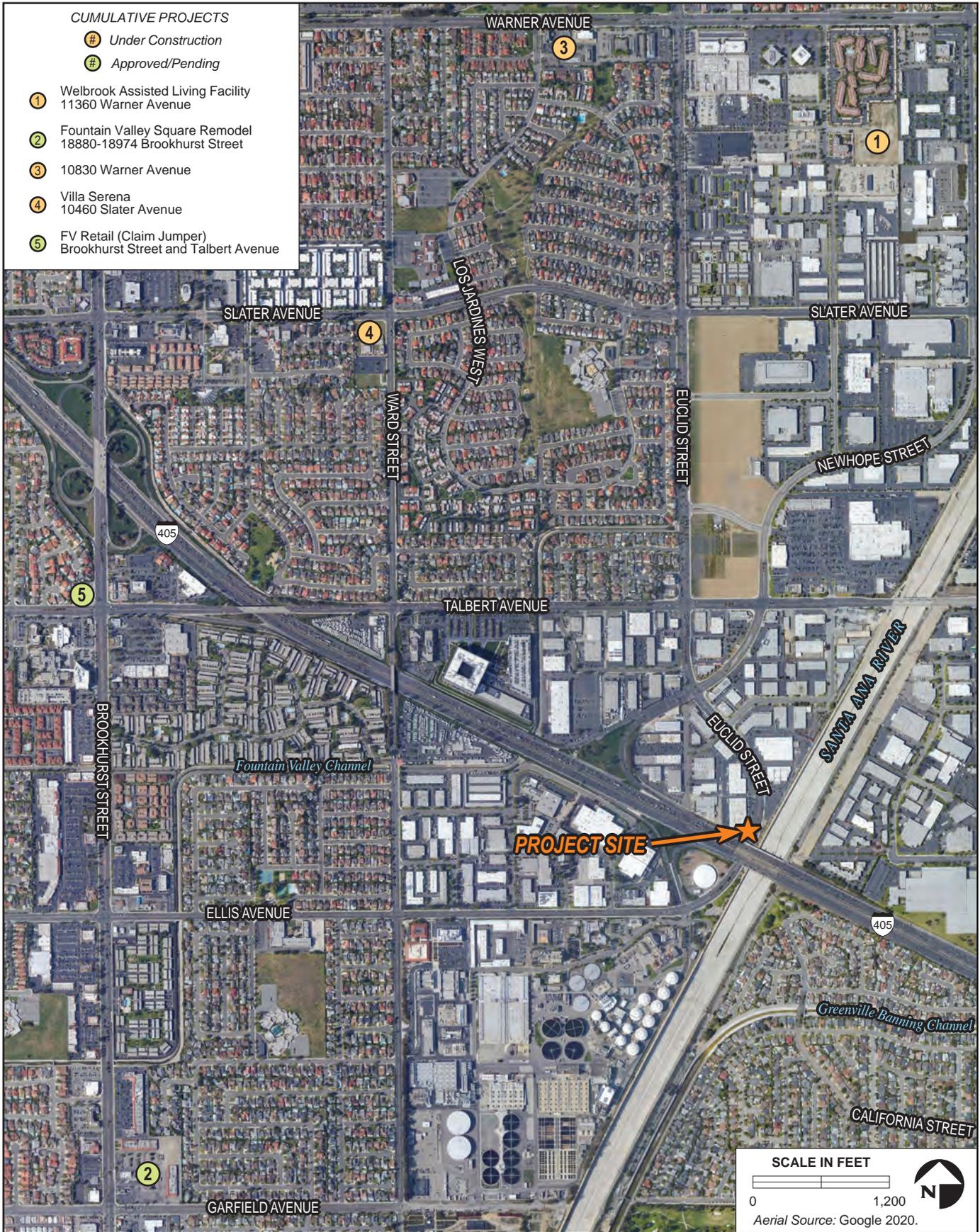
Would the project:

- a) **Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? No Impact.** The Project site and the surrounding areas are urbanized with commercial retail development, paved surface parking lots, and heavily trafficked arterial roadways. There are no native plants or wildlife on the Project site that would be impacted by the proposed Project. Further, buried archaeological resources are highly unlikely due to previous disturbance associated with the existing static sign and none of the existing buildings or structures on the Project site are considered a historical resource as defined by CEQA Guidelines Section 15064.5. Therefore, the implementation of the proposed Project would result in *no impact*.
- b) **Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) Less Than Significant Impact.** There are six planned, pending, or recently completed cumulative projects that, along with the proposed Project, could result in cumulative impacts within the Project vicinity (see Table 11 and Figure 8). Short-term construction emissions and the long-term operational emissions associated with the proposed Project would not exceed any adopted criteria pollutant emission thresholds. Further, the proposed Project would not result in a substantial increase in vehicle trips or VMT in the area and would not contribute to any

cumulatively considerable transportation impacts. The cumulative projects – which generally involve improvements to existing structures or new residential or commercial development – are located more than 1 mile away and are not visible from the Project site. Therefore, implementation of the proposed Project would not contribute to any cumulatively considerable impacts on aesthetics. Similarly, due to the distance between the Project site and these cumulative projects, construction noise associated with the proposed Project would not contribute to any cumulatively considerable noise impacts. Therefore, when considered with the cumulative projects listed in Table 11, the contribution of the proposed Project to cumulative impacts would be *less than significant*.

**Table 11
Cumulative Projects**

Project Number	Project	Address	Project Type	Units/Area	Status
1	Welbrook Assisted Living Facility	11360 Warner Avenue	Senior Living	142 units/ 162 beds/ 110,00 sf	Under Construction
2	Fountain Valley Square Remodel	18880-18974 Brookhurst Street	Shopping Center	Demolition of 26,331 sf of existing development and construction of new 18,225 sf development of commercial use	Pending
3	10830 Warner	10830 Warner Avenue	Multiple restaurants	9,998 sf	Under Construction
4	Villa Serena	10460 Slater Avenue	Residential Neighborhood	117, 290 sf	Under Construction (August 2019-June 2020)
5	FV Retail (Claim Jumper)	Brookhurst Street and Talbert Avenue	Shopping Center	15,850 sf	Approved Construction Pending
6	OCSD Headquarters Building	Euclid Street between Pacific Street and Bandilier Circle	Office	109,000 sf	Under Construction



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

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