

Environmental Checklist Form (Initial Study)
County of Los Angeles, Department of Regional Planning



Project title: 800 Sprucelake Dr., Harbor City Billboard (Project No. 2012-02176/Conditional Use Permit No. 201200123)

Lead agency name and address: Los Angeles County, 320 West Temple Street, Los Angeles, CA 91020

Contact Person and phone number: Andrew Svitek (213) 974-6462

Project sponsor's name and address: Bulletin Displays LLC, 3127 E. South Street, Ste B, Long Beach, CA 90805

Project location: 800 Sprucelake Dr., Harbor City (West Carson Zoned District) APN: 7409-019-010
USGS Quad: Inglewood

Gross Acreage: The subject property is approximately 1.6-acres in size, and the lease area dedicated to the billboard is approximately 1,000 square feet in size. The project is currently developed with a manufacturing warehouse measuring 34,380 square feet.

General plan designation: Industrial

Community/Area wide Plan designation: N/A

Zoning: M-2 (Heavy Industrial) Zone

Description of project: The project is a 14' x 48' back-to-back billboard at 65.6' tall, with an orientation for visibility from the freeway. The lease area, including the space below the sign and maintenance areas is limited to approximately 1,000-square feet. The subject property is approximately 1.6 acres in size and is currently developed with a manufacturing warehouse. The ground mount will be a single column. The applicant has agreed to relocate an existing billboard from another location to this location.

Surrounding land uses and setting: The project site is located just east of S. Vermont Avenue with access from Sprucelake Drive. The major streets within approximately a 1,000-foot radius are Sepulveda Boulevard (north), Figueroa Street (east), Lomita Blvd (south) and Normandie Avenue (west). Vermont Avenue is developed with a cluster of 9 warehouse buildings on the east and a single-family residential tract built in the 1966-70s (Palo Del Amo Woods) along the west, with houses oriented to an interior street grid, with limited access to Vermont Avenue (homes do not take access directly from Vermont Avenue). There are three lots along Vermont Avenue that have oil derricks on this block. To the east of the project site is the I-405 Freeway and further to the east is the Los Angeles County Sanitation District's Joint Water Pollution Control Plant. To the south are two industrial warehouses, an oil storage facility, below-grade railroad tracks, and further to the south is a self-storage warehouse, auto repair facility, and further south are two office buildings (a 2-story 60,182-square foot building ("Harbor Vermont Center") and a 3-story office building and a nursery. To the north further along Vermont Avenue are 5 warehouses, a drainage course, a commercial shopping center (bank, gas station, church, hotel), and an oil drilling field.

Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement):

Public Agency

Approval Required

Caltrans

Outdoor Advertising (ODA) Display Permit Application

Major projects in the area:

No major projects have been identified in the immediate vicinity.

Reviewing Agencies:

Responsible Agencies

- None
- Regional Water Quality Control Board:
 - Los Angeles Region
 - Lahontan Region
- Coastal Commission
- Army Corps of Engineers

Trustee Agencies

- None
- State Dept. of Fish and Game
- State Dept. of Parks and Recreation
- State Lands Commission
- University of California (Natural Land and Water Reserves System)

Special Reviewing Agencies

- None
- Santa Monica Mountains Conservancy
- National Parks
- National Forest
- Edwards Air Force Base
- Resource Conservation District of Santa Monica Mountains Area
- City of Los Angeles
- City of Inglewood

County Reviewing Agencies

- DPW:
 - Land Development Division (Grading & Drainage)
 - Geotechnical & Materials Engineering Division
 - Watershed Management Division (NPDES)
 - Traffic and Lighting Division

Regional Significance

- None
- SCAG Criteria
- Air Quality
- Water Resources
- Santa Monica Mtns. Area
-

- Fire Department
 - Land Development Unit
- Sanitation District
- Public Health/Environmental Health Division: Land Use Program (OWTS), Drinking Water Program (Private Wells), Toxics Epidemiology Program (Noise)
- Sheriff Department
- Parks and Recreation
- Subdivision Committee

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project.

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

DETERMINATION: (To be completed by the Lead Department.)

On the basis of this initial evaluation:

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

Signature (Prepared by)

Date

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 the Lead Department 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 Department 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 substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: 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 Section XVII, "Earlier Analyses," may be cross-referenced.)
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA processes, an effect has been adequately analyzed in an earlier EIR or negative declaration. (State CEQA Guidelines § 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) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 7) The explanation of each issue should identify: the significance threshold, if any, used to evaluate each question, and; mitigation measures identified, if any, to reduce the impact to less than significance. Sources of thresholds include the County General Plan, other County planning documents, and County ordinances. Some thresholds are unique to geographical locations.
- 8) Climate Change Impacts: When determining whether a project's impacts are significant, the analysis should consider, when relevant, the effects of future climate change on : 1) worsening hazardous conditions that pose risks to the project's inhabitants and structures (e.g., floods and wildfires), and 2) worsening the project's impacts on the environment (e.g., impacts on special status species and public health).

1. AESTHETICS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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) Be visible from or obstruct views from a regional riding or hiking trail?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially degrade the existing visual character or quality of the site and its surroundings because of height, bulk, pattern, scale, character, or other features?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS: The design of the billboard integrates with the visual character of its surroundings from the perspective of height, bulk, pattern, scale and character (see Figure 1. Project Renderings). The prevailing building heights in the area include mainly single-story commercial buildings if 20-30 feet in height , and a mixture of single and two story residences. The surrounding buildings are slightly lower than the proposed billboard. There are overhead utility poles along both the eastern and western side of Sprucelake Drive. The adjacent self-storage parcel is developed with a 60-foot wireless telecommunications facility which will be approximately 200-feet to the south . The project site is located just east of S. Vermont Avenue with access from Sprucelake Drive. Vermont Avenue is developed with a cluster of 9 warehouse buildings on the east and a single-family residential tract built in 1960-70s (Palo Del Amo Woods) along the west, with houses oriented to an interior street grid, with limited access to Vermont Avenue (homes do not take access directly front on Vermont Avenue). There are three lots along Vermont Avenue that have oil derricks on this block. To the east of the project site is the I-405 Freeway, with a southbound on-ramp from Sepulveda. Further to the east is the Los Angeles County Sanitation District's Joint Water Pollution Control Plant. To the south are two industrial warehouses, an oil storage facility, below-grade railroad tracks, and further to the south is a self-storage warehouse, auto repair facility, and further south are two office buildings (a 2-story 60,182-square foot building ("Harbor Vermont Center") and a 3-story office building. To the north further along Vermont Avenue are 5 warehouses, a drainage course, a commercial shopping center (bank, gas station, hotel), and a oil drilling field. The area to the east is the I-110 Freeway corridor with the City of Carson and large industrial uses further to the east. A land use survey identified 11 existing billboards within approximately a 1,000-foot radius of the project site. A list of the other billboards in the area is as follows:

Key #	APN	Address	Orientation
1	7407-004-028	851 Sepulveda Blvd, Torrance	I-110 (southbound)
2	7330-006-001	23529 Figueroa St., Carson	I-110 (northbound)
3	7330-006-012	651 W. Sepulveda Blvd, Carson	I-110 (southbound)
4	7409-019-017	801 Sprucelake Dr., Harbor City	I-110 (north/southbound)
5	7409-019-009	24100 Vermont Ave., Harbor City	Vermont Ave (north/southbound)
6	7409-020-002	24180 Vermont Ave., Harbor City	I-110 (north/southbound)
7	7409-020-901	N/A	I-110 (north/southbound)
8	7406-026-915	N/A	I-110 (north/southbound)

9	7406-026-920	N/A	I-110 (north/southbound)
10	7406-026-920	N/A	Sepulveda Blvd (east/westbound)
11	7406-026-019	600 W. Sepulveda Blvd, Carson	Sepulveda Blvd (east/westbound)

A summary of the enclosed simulations showing visibility from various vantage points, as well as photos of existing conditions, is as follows:

Photo#	Location	Comments
1	I-110 (southbound)	Existing conditions
2	I-110 (northbound)	Billboard visible
3	I-110 (southbound)	Billboard visible
4	I-110 (southbound)	Billboard not visible
5	I-110 (southbound)	Billboard not visible
6	I-110 (southbound)	Existing conditions
7	From site looking eastward	Existing conditions
8	From site looking northward	Existing conditions
9	I-110 (northbound)	Billboard visible
10	I-110 (northbound)	Billboard visible
11	I-110 (northbound)	Billboard visible
12	I-110 (northbound)	Billboard visible
13	I-110 (northbound)	Billboard visible
14	Sepulveda Blvd. (eastbound)	Billboard not visible
15	Figueroa St. (northbound)	Billboard not visible
16	Figueroa St. (northbound)	Billboard not visible
17	Vermont Ave. (southbound)	Billboard not visible
18	Vermont Ave. (northbound)	Billboard not visible
19	Vermont Ave. (northbound)	Billboard not visible
20	Vermont Ave. (southbound/northbound)	Billboard not very visible

(a) No scenic resources exist on the project site and in the surrounding area, including within the neighboring jurisdictions, and therefore the proposed project will not impact any scenic resources. No potential impacts could result from obstructing views to or from a scenic resource, or from degrading the character of a scenic highway, or disrupting a scenic vista. (b) There are no designated existing or proposed trails traversing, adjacent to, or in proximity to, the project site, including within neighboring jurisdictions. (c) The project will not have an impact on other unidentified scenic resources, such as trees, rock outcroppings, historic buildings, and undisturbed areas, as the project is in an urbanized area with no such features. (d) The design of the proposed project would integrate with the visual character of its surroundings and the project's level of visual integration with the surroundings is satisfactory from the

perspective of height, bulk, pattern, scale, character, and any other features. (e) The proposed project would not be a new source of substantial shadows, light, or glare. A substantial amount of shadows is dependent upon a combination of factors including the height of the proposed project, the width of the street on which the proposed project is located, the proposed project's setbacks, and the project site's distance from nearby sensitive uses (residences, schools, parks, etc), and how long any shadows created by the proposed project are cast upon those sensitive uses. A review of 500-foot radius land use survey indicates that the only sensitive uses are residences to the west of Vermont Avenue, west of the project site. There will be limited, if no visibility of the proposed billboard from those residences, because the narrow edge of the billboard faces west and because there are other structures in between the project site and the residences, including warehouses, other signs and towers (see **Figure 2, Land Use Map**) Due to the distance of the residential area from the proposed billboard, there will be no shade or shadow impacts. Although the project is 65.5-feet in height, its bulk is limited and therefore no shade or shadow modeling is necessary to determine that there will be less than significant impact on the residential area to the west of Vermont Avenue. The project has less than significant impacts as far as light or glare, due to the project's surface materials and direction of lighting. Regarding glare, the project does not containing large expanses of windows and is not covered with reflective surfaces, and therefore, light reflecting from the proposed structure will not impede views in and around the project site.

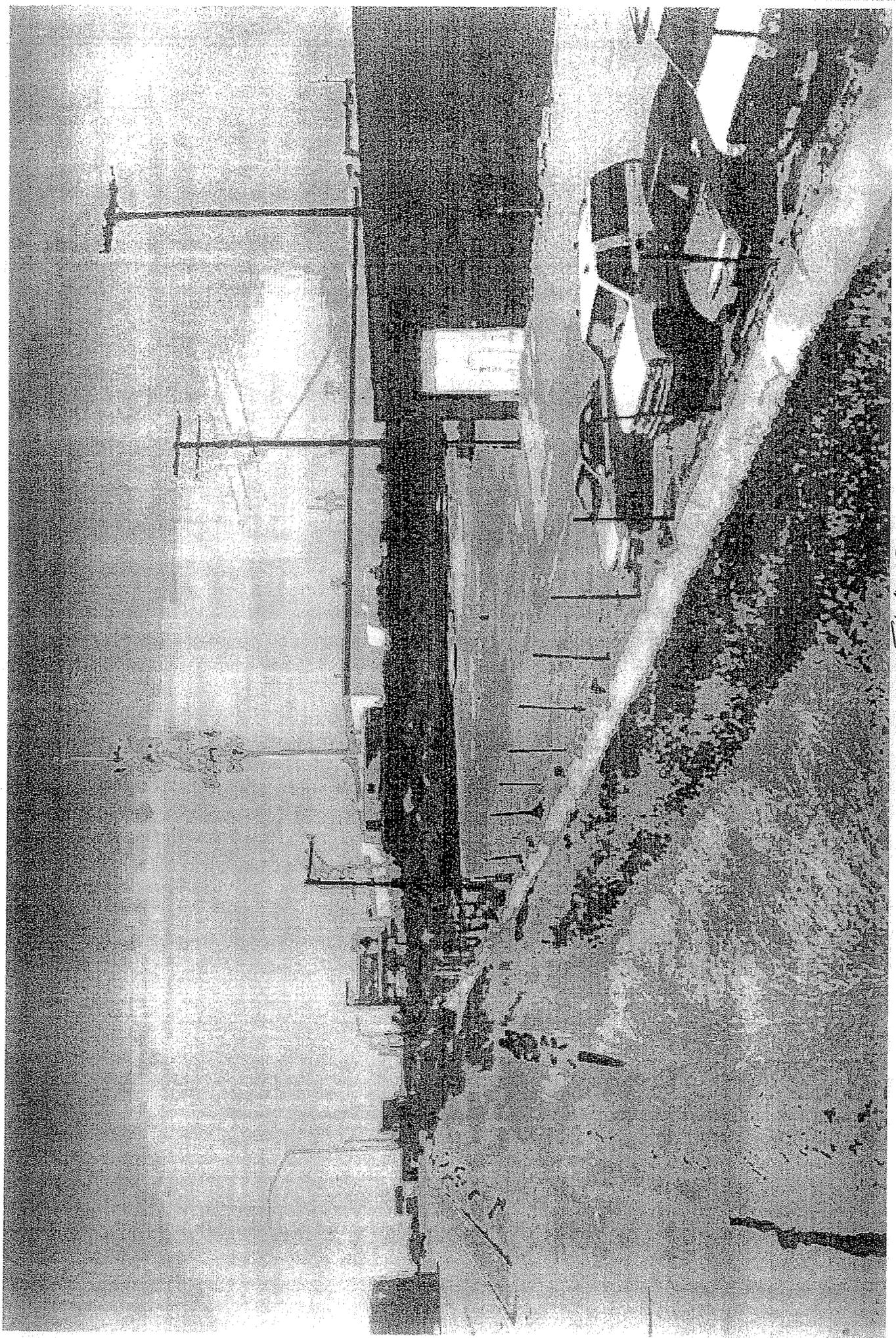
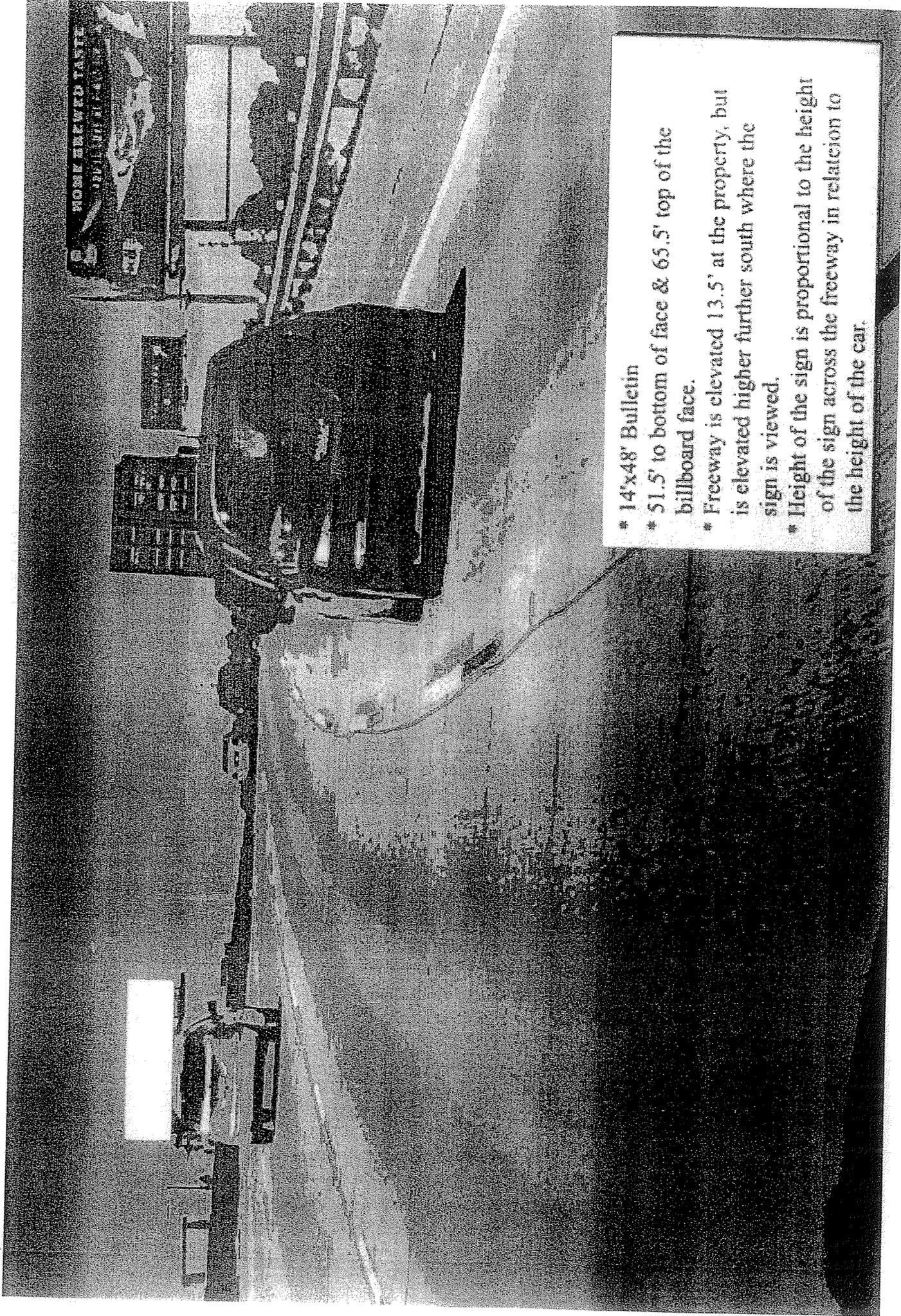


FIGURE 1
~~FIGURE 1~~ - PHOTO # 1 (1/20)



* 14'x48' Bulletin

* 51.5' to bottom of face & 65.5' top of the billboard face.

* Freeway is elevated 13.5' at the property, but is elevated higher further south where the sign is viewed.

* Height of the sign is proportional to the height of the sign across the freeway in relation to the height of the car.

PHOTO # 2 (2/20)

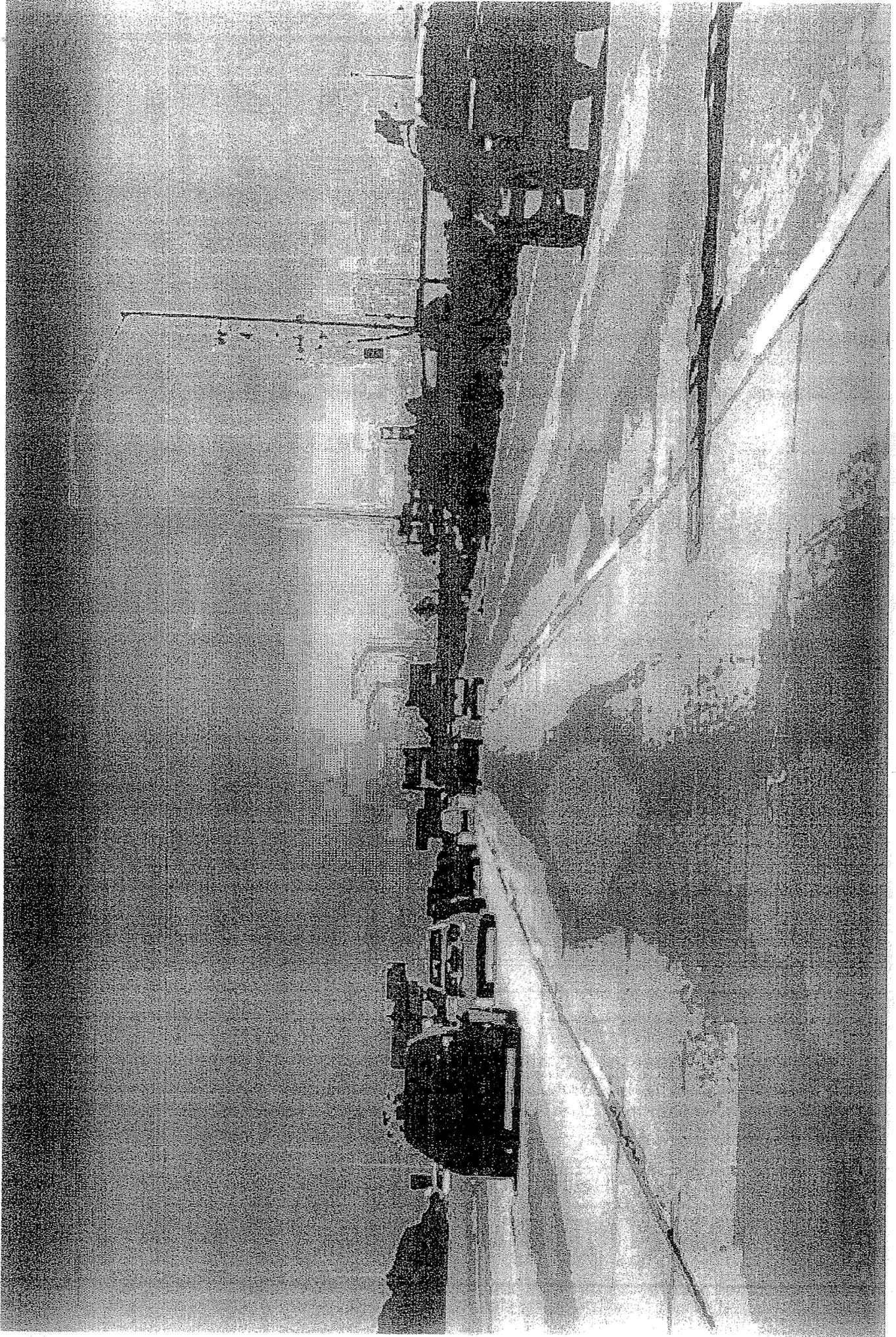


PHOTO #3 (3/20)

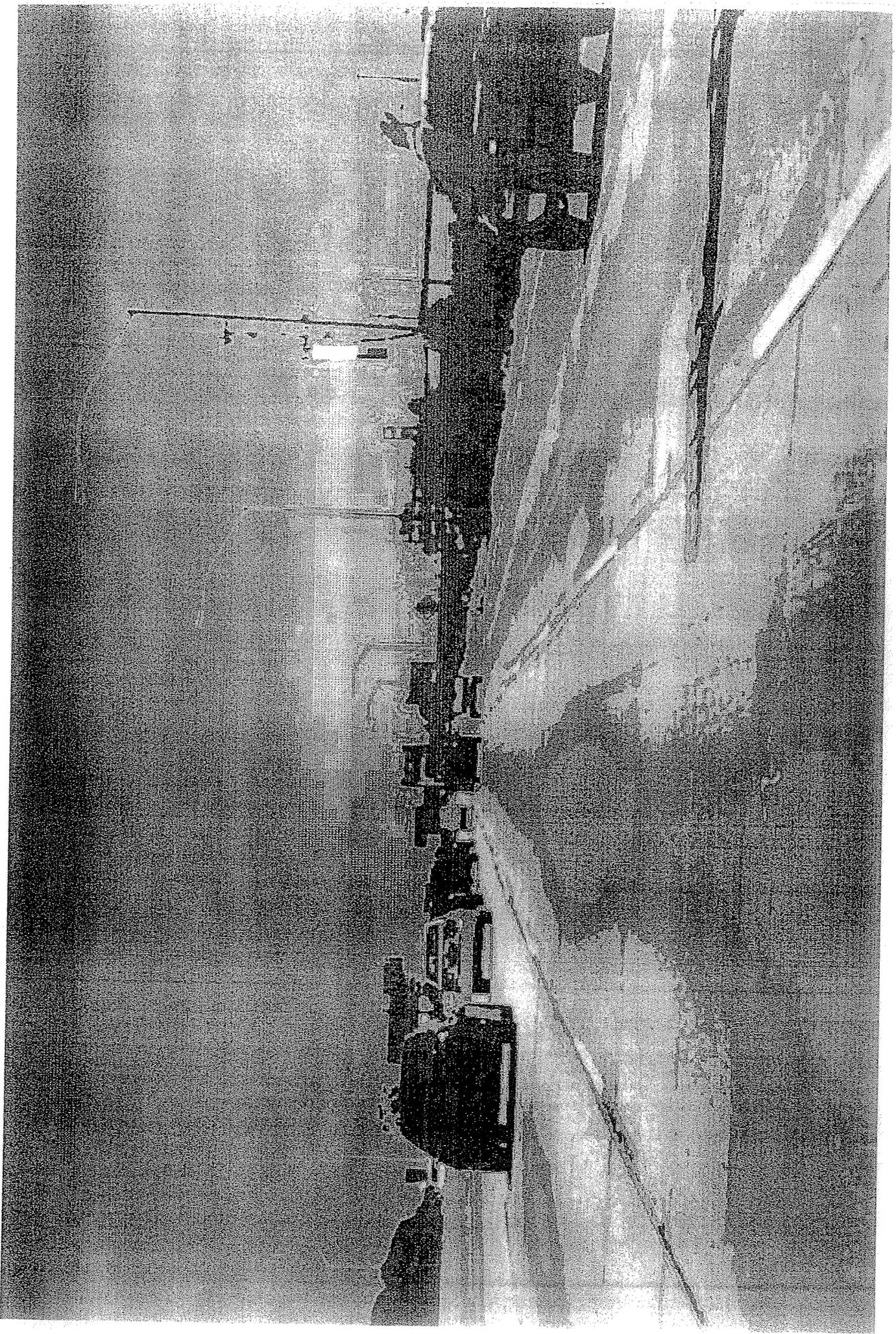
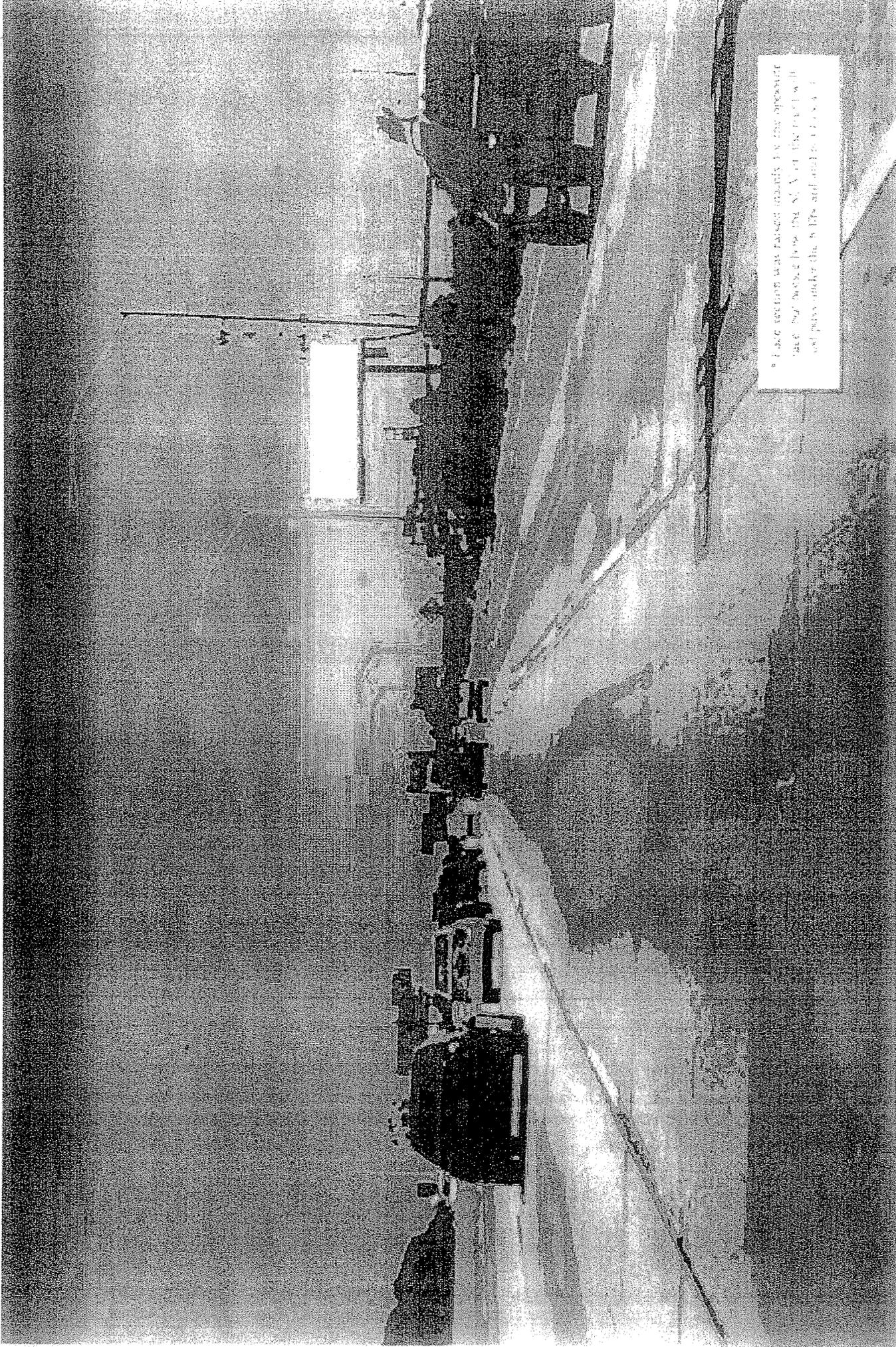


PHOTO #4 (4/20)



Face section was raised mainly by the operation
of the bridge from the N.A. of the track with
of piers under the bridge and in the way.

PHOTO # S(5/20)

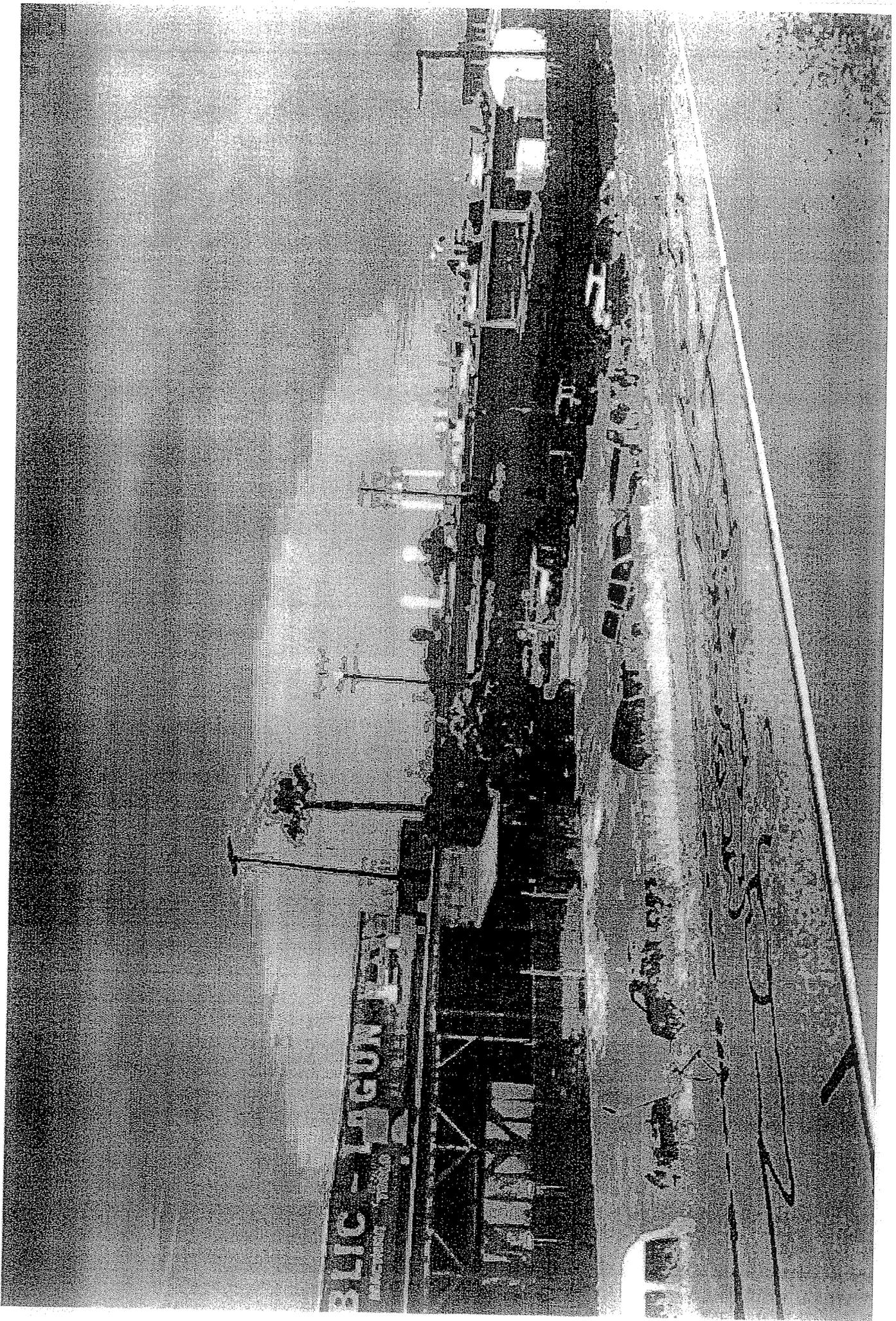


PHOTO #6 (6/60)

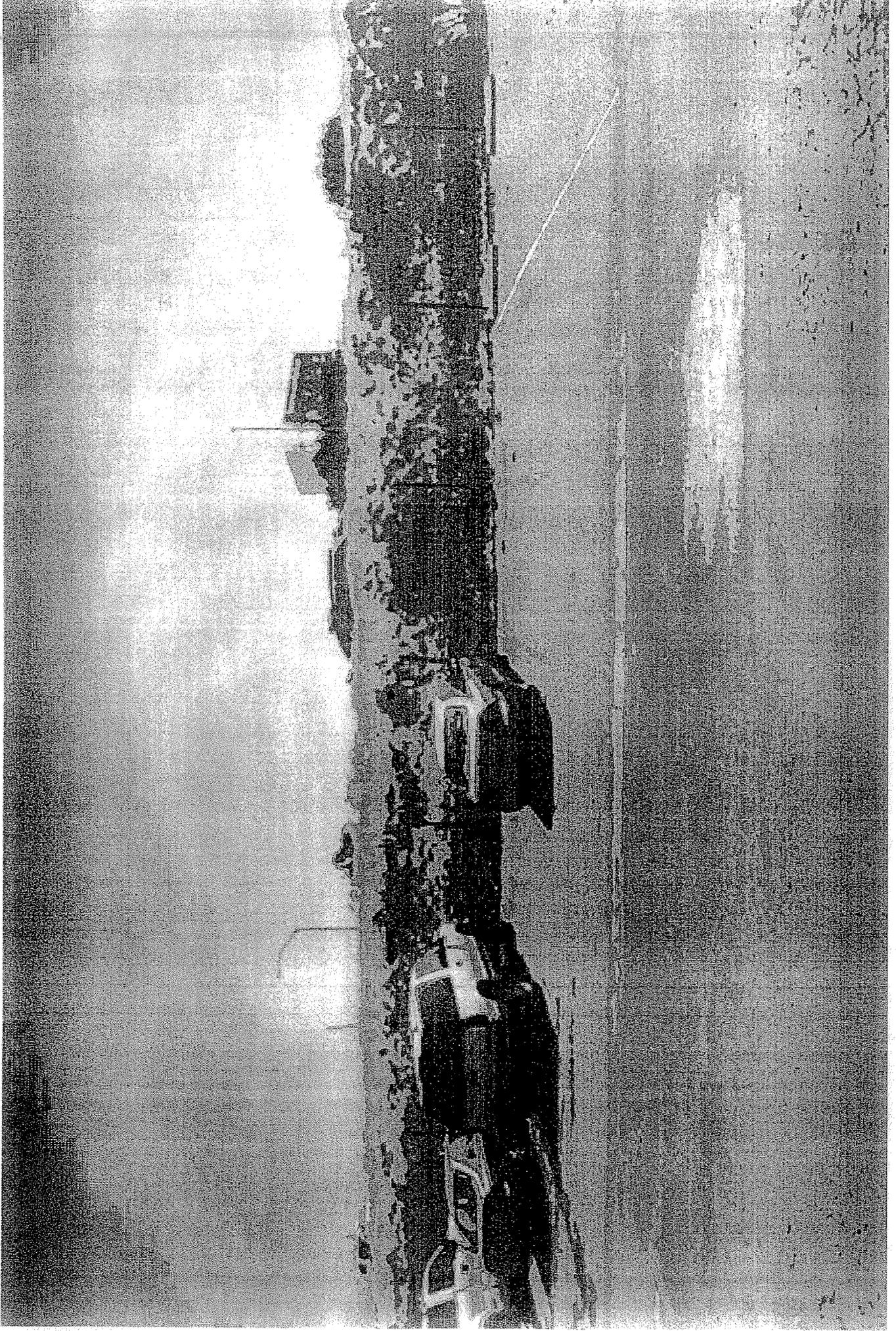


PHOTO # 7

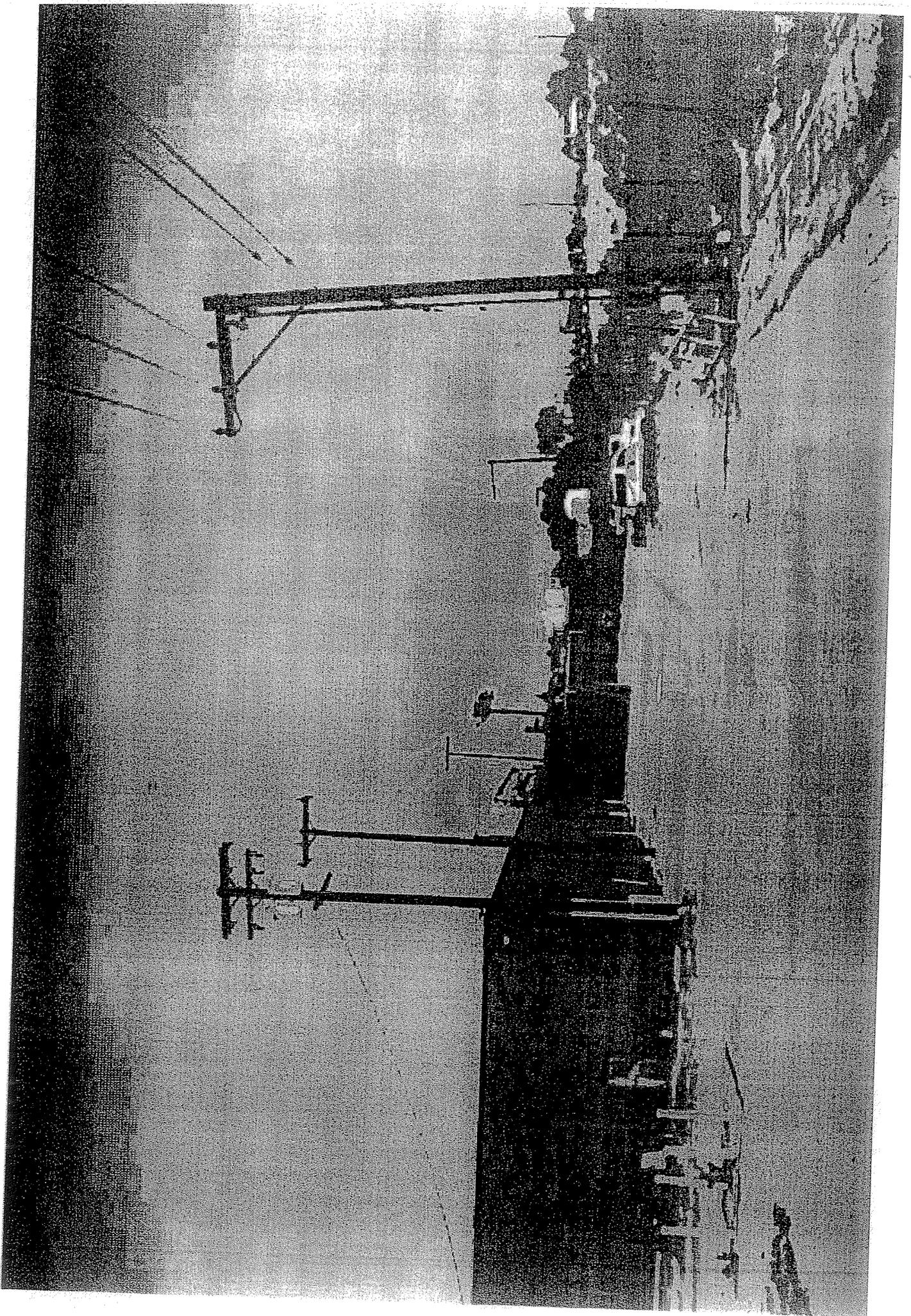
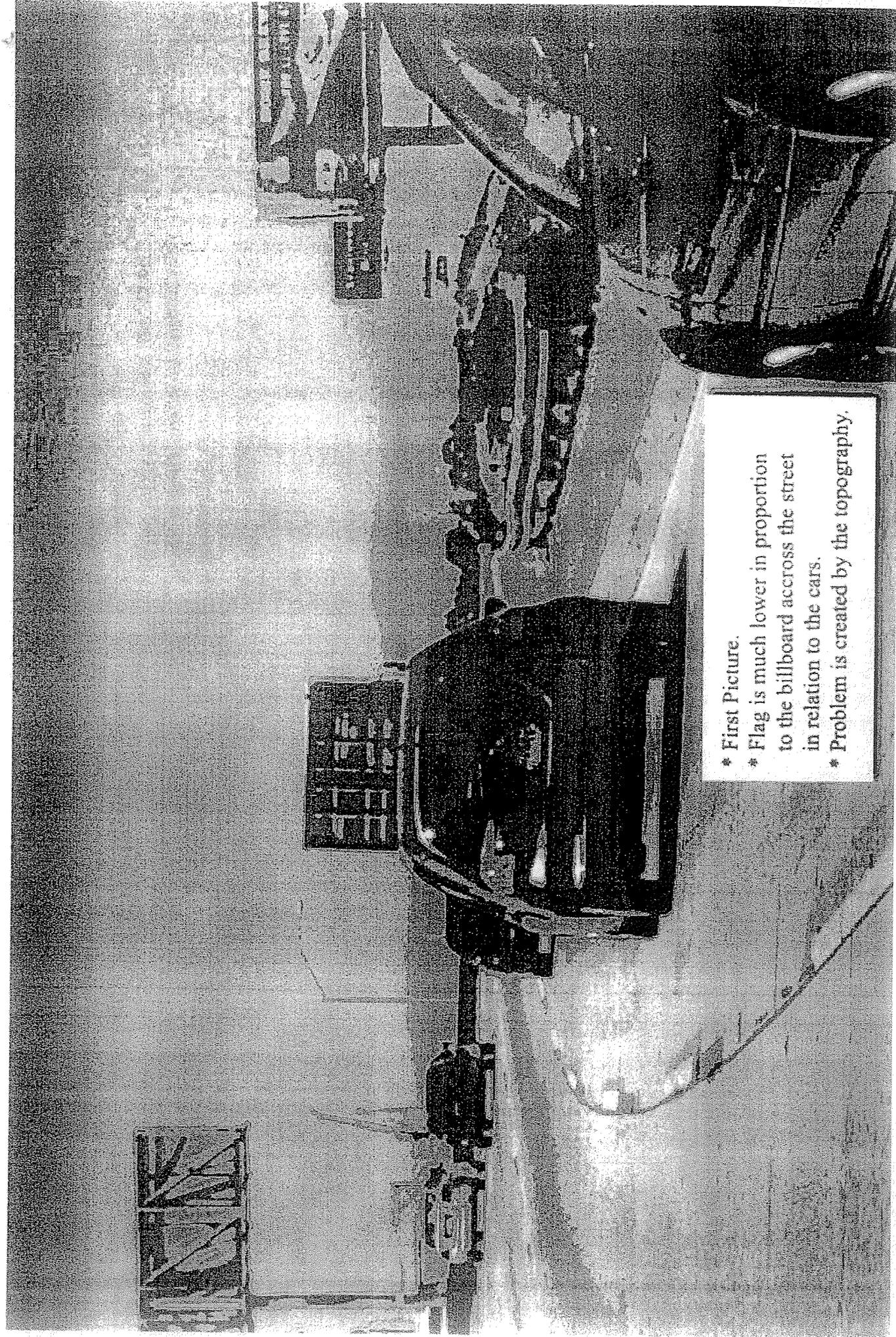
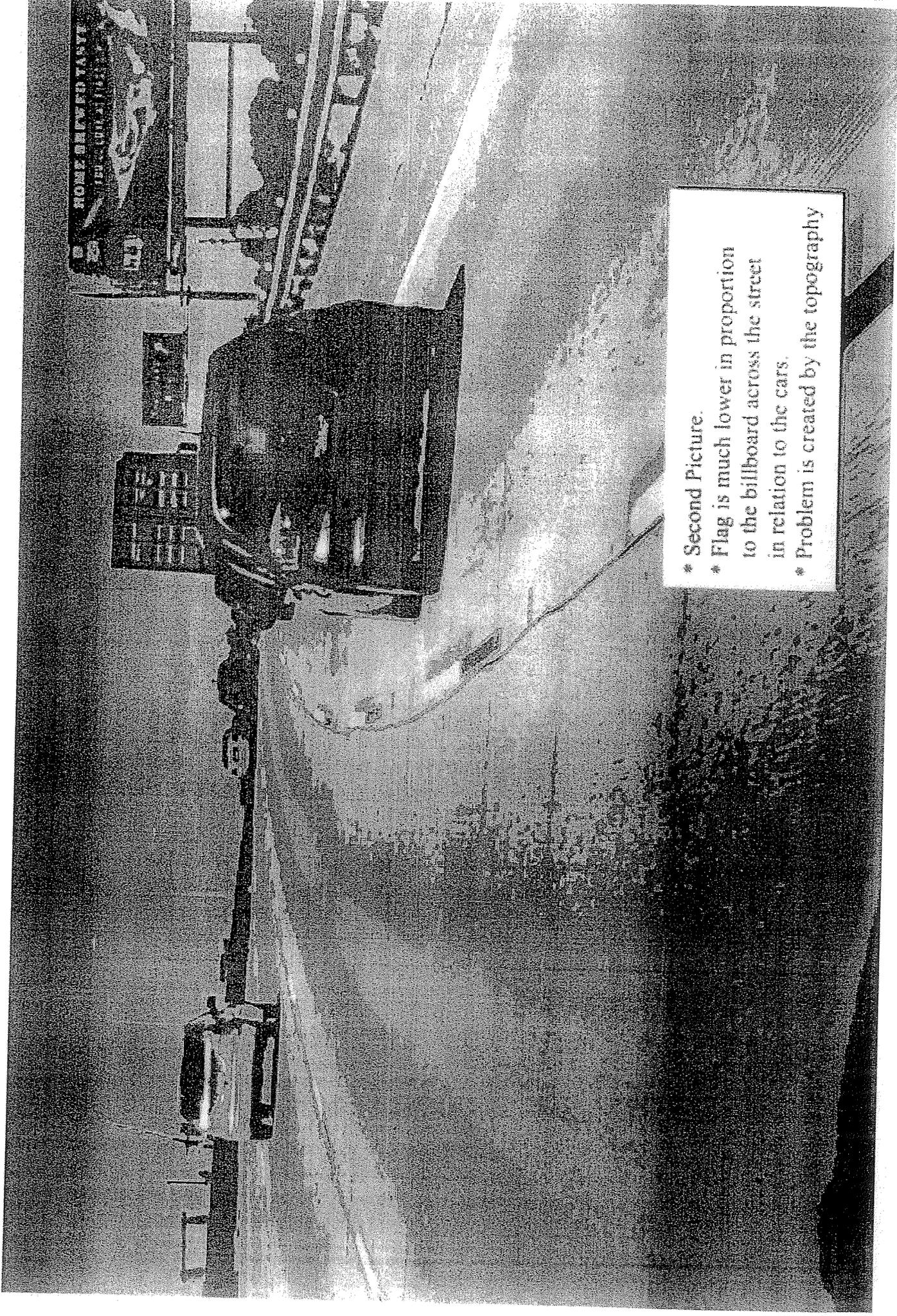


PHOTO # 8 (sk)



- * First Picture.
- * Flag is much lower in proportion to the billboard across the street in relation to the cars.
- * Problem is created by the topography.

PHOTO # 9(a)/20

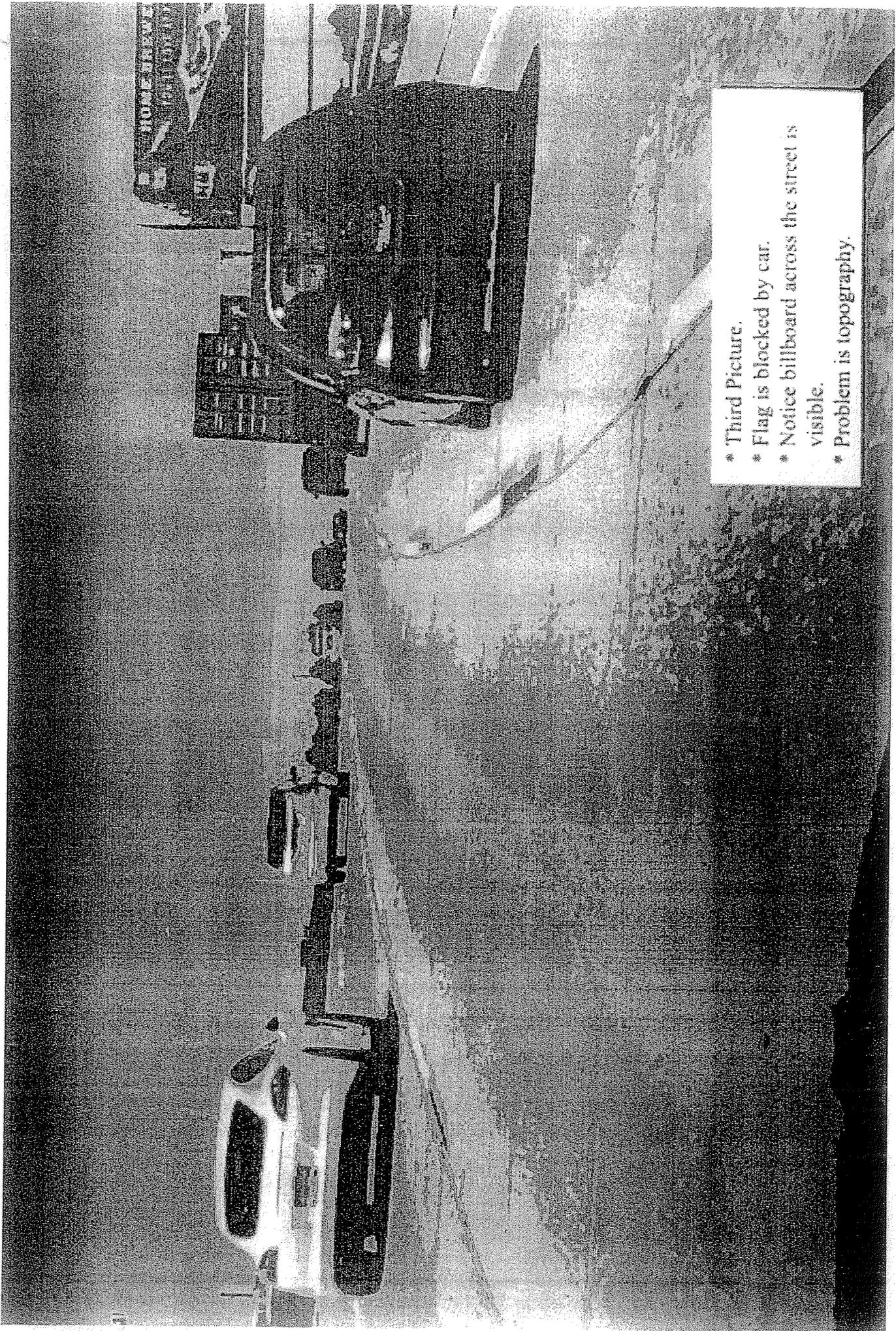


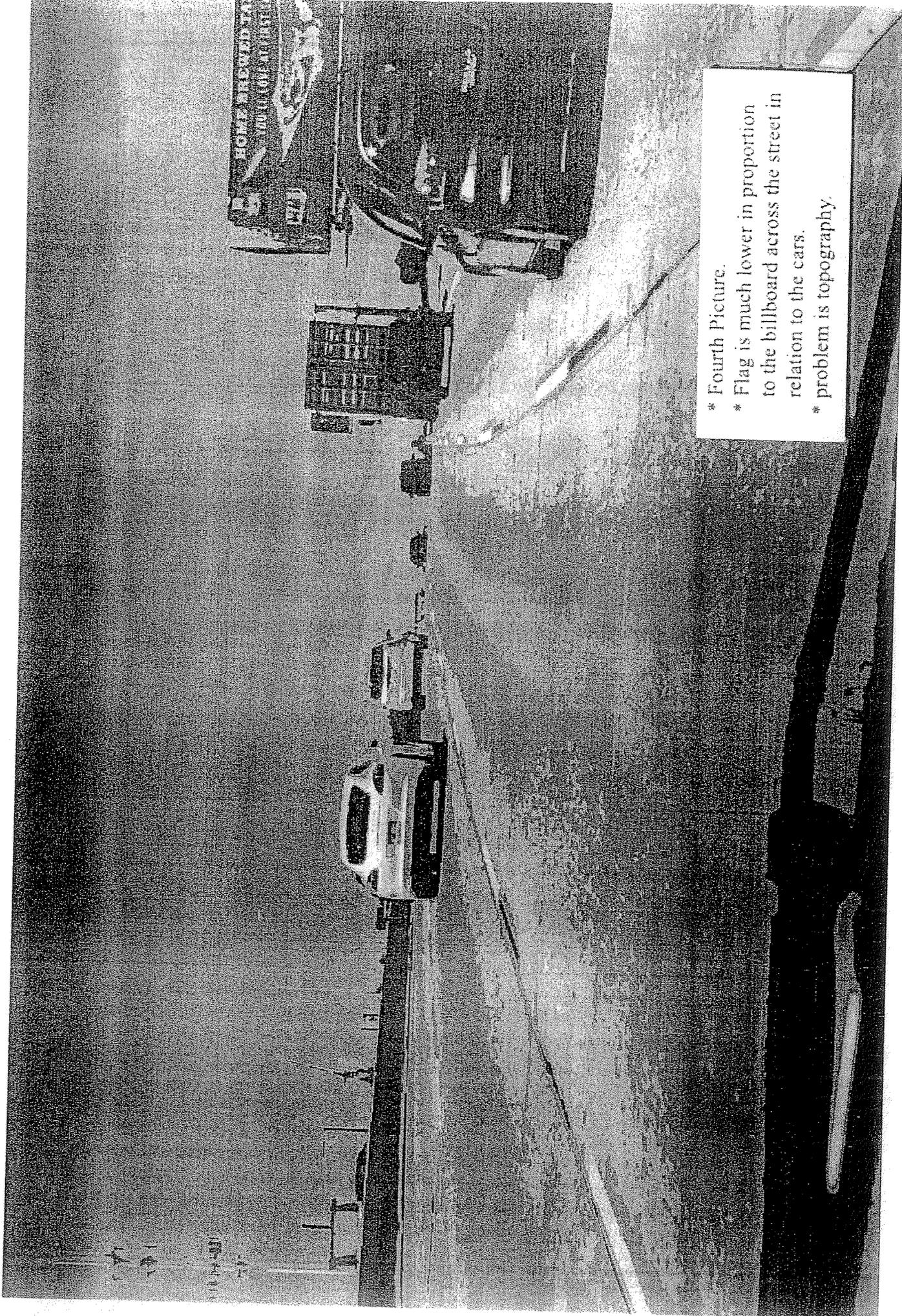
- * Second Picture.
- * Flag is much lower in proportion to the billboard across the street in relation to the cars.
- * Problem is created by the topography

RHO 10 # 10 (10/2)

- * Third Picture.
- * Flag is blocked by car.
- * Notice billboard across the street is visible.
- * Problem is topography.

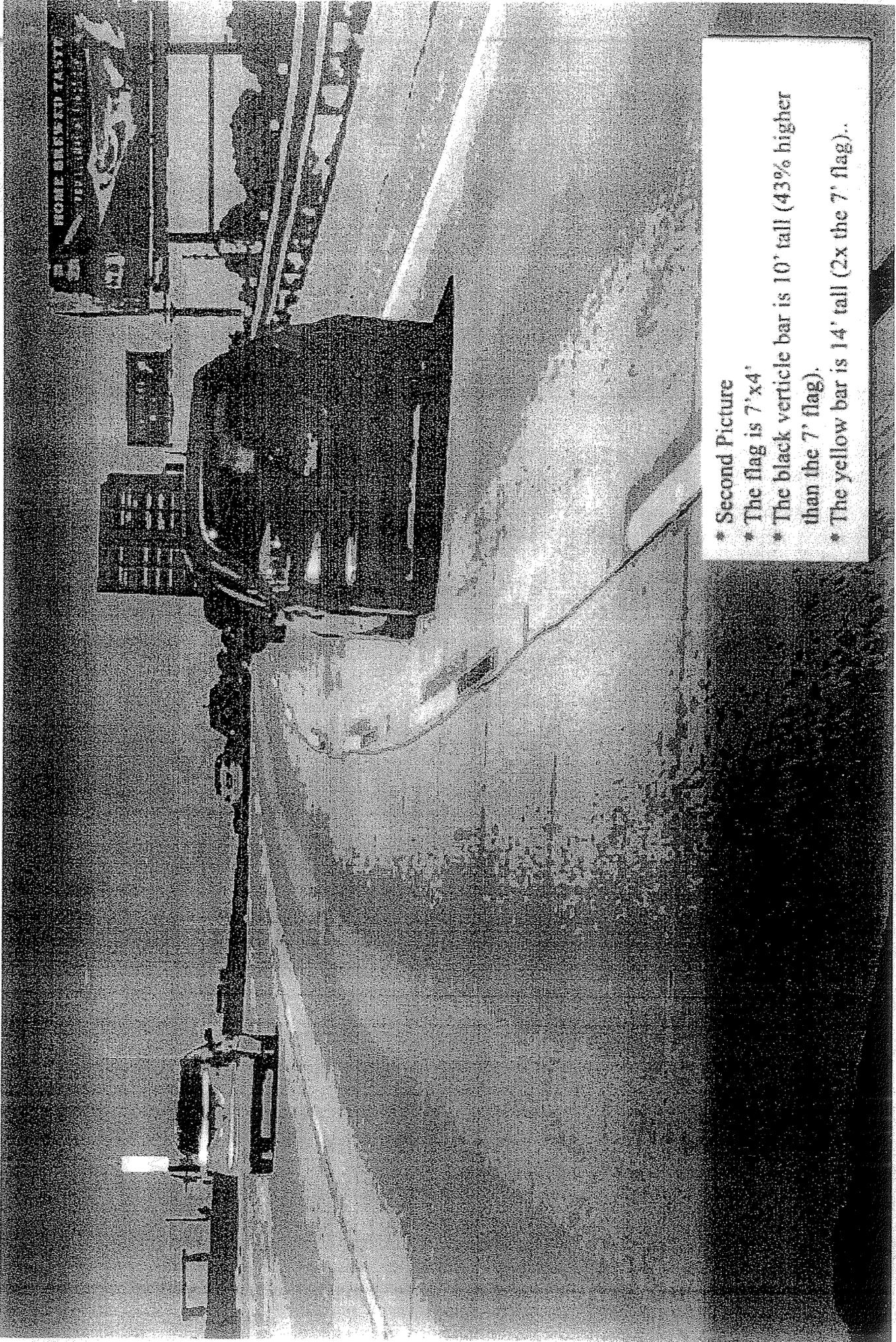
PHOTO # 11 (1/26)





* Fourth Picture.
* Flag is much lower in proportion to the billboard across the street in relation to the cars.
* problem is topography.

PHOTO # 12
1, 1, 1, 1



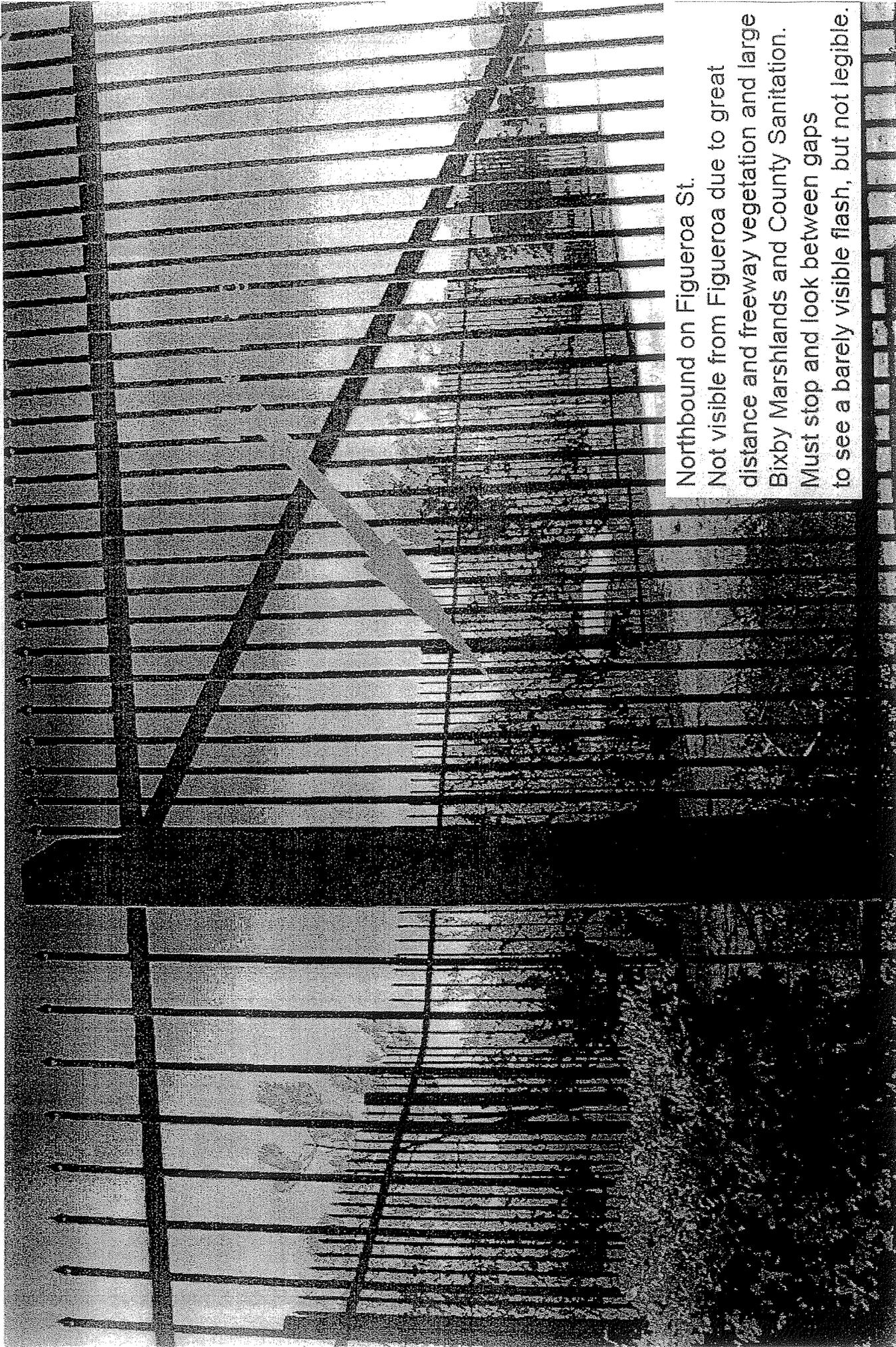
- * Second Picture
- * The flag is 7'x4'
- * The black verticle bar is 10' tall (43% higher than the 7' flag).
- * The yellow bar is 14' tall (2x the 7' flag)..

PHOTO #13 (12/26)



Eastbound on Sepulveda.
Not visible to Sepulveda or Figueroa due to distance and freeway vegetation and large Bixby Marshlands & County Sanitation facility.
Clear Channel billboard on east line of the freeway (across from the Site) is visible.

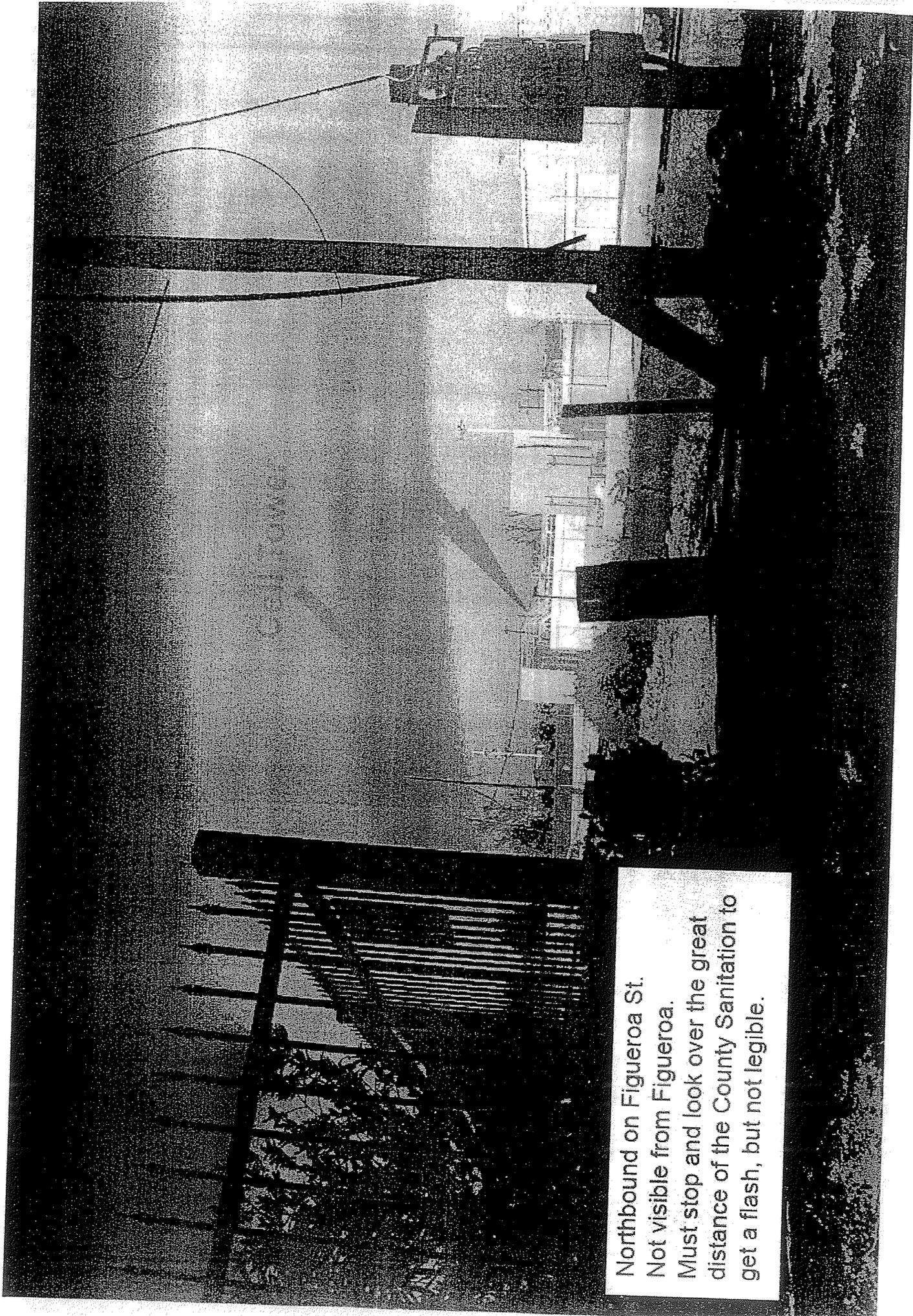
PHOTO #14
6/14/26



Northbound on Figueroa St.

Not visible from Figueroa due to great distance and freeway vegetation and large Bixby Marshlands and County Sanitation. Must stop and look between gaps to see a barely visible flash, but not legible.

Photo # 15/2
16



Northbound on Figueroa St.
Not visible from Figueroa.
Must stop and look over the great
distance of the County Sanitation to
get a flash, but not legible.

PHOTO #16 (1/1/20)

Cell Tower



Crane



Clear Channel Billboard

Southbound on Vermont Ave.
Flag is not visible along Vermont Ave.
Flag is below boom of crane.
Flag is north (left) of Cell Tower.
Flag has a flash between buildings
near Clear Channel billboard.
Sprucelake is where cars are turning.

PHOTO #17
(17/267)

Northbound on Vermont Ave.
Not visible along Vermont Ave.
Must stop and view a long distance
between gaps in buildings and
vegetation to get a nonlegible flash.

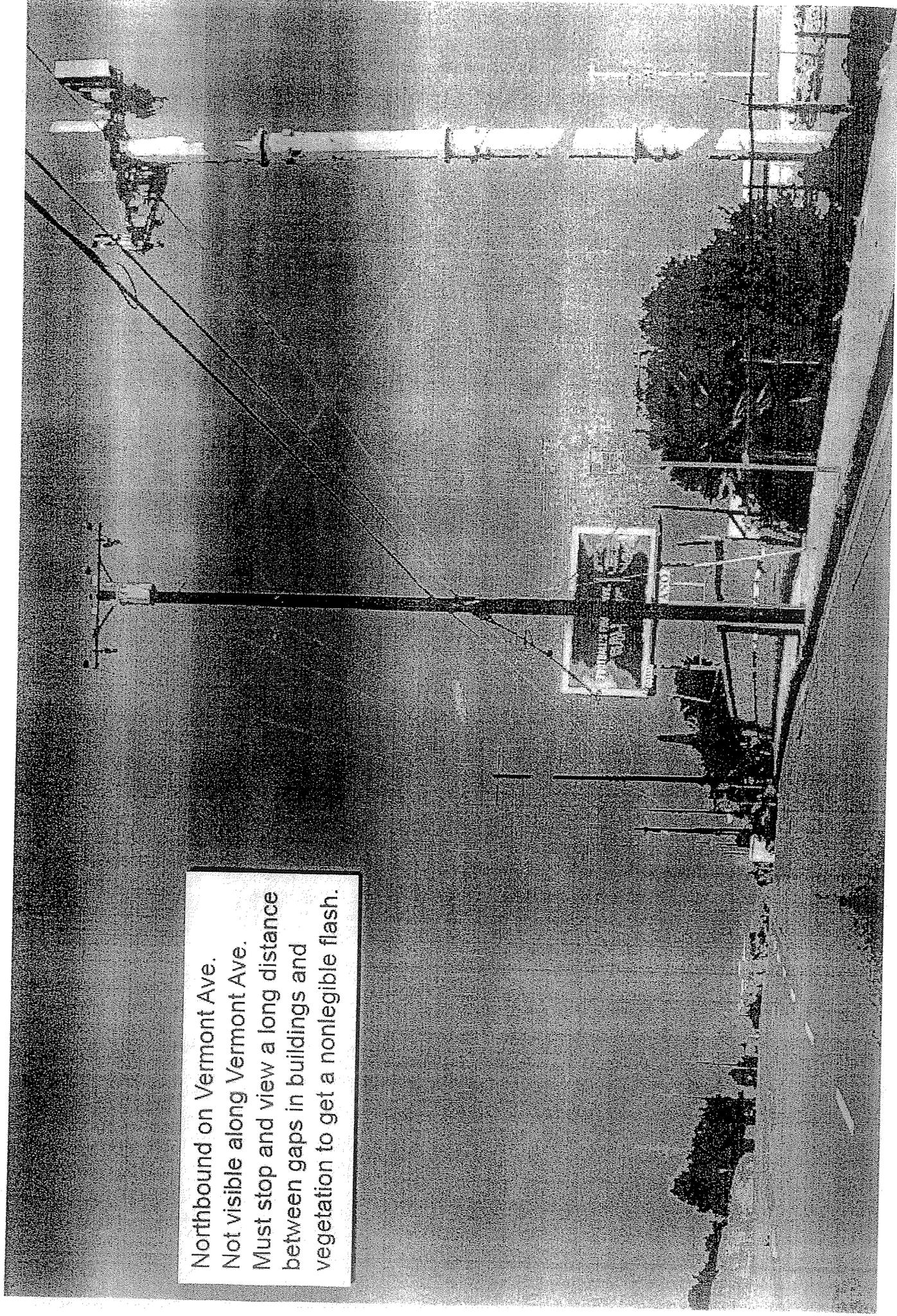


PHOTO # 18
(12/20)

Northbound on Vermont Ave.
Not visible from Vermont Ave.
Flash in Photo 16 is gone a couple
feet further north in this photo.
Flag is below the building and is
not legible because too far away.



PHOTO # 19
11/19/26

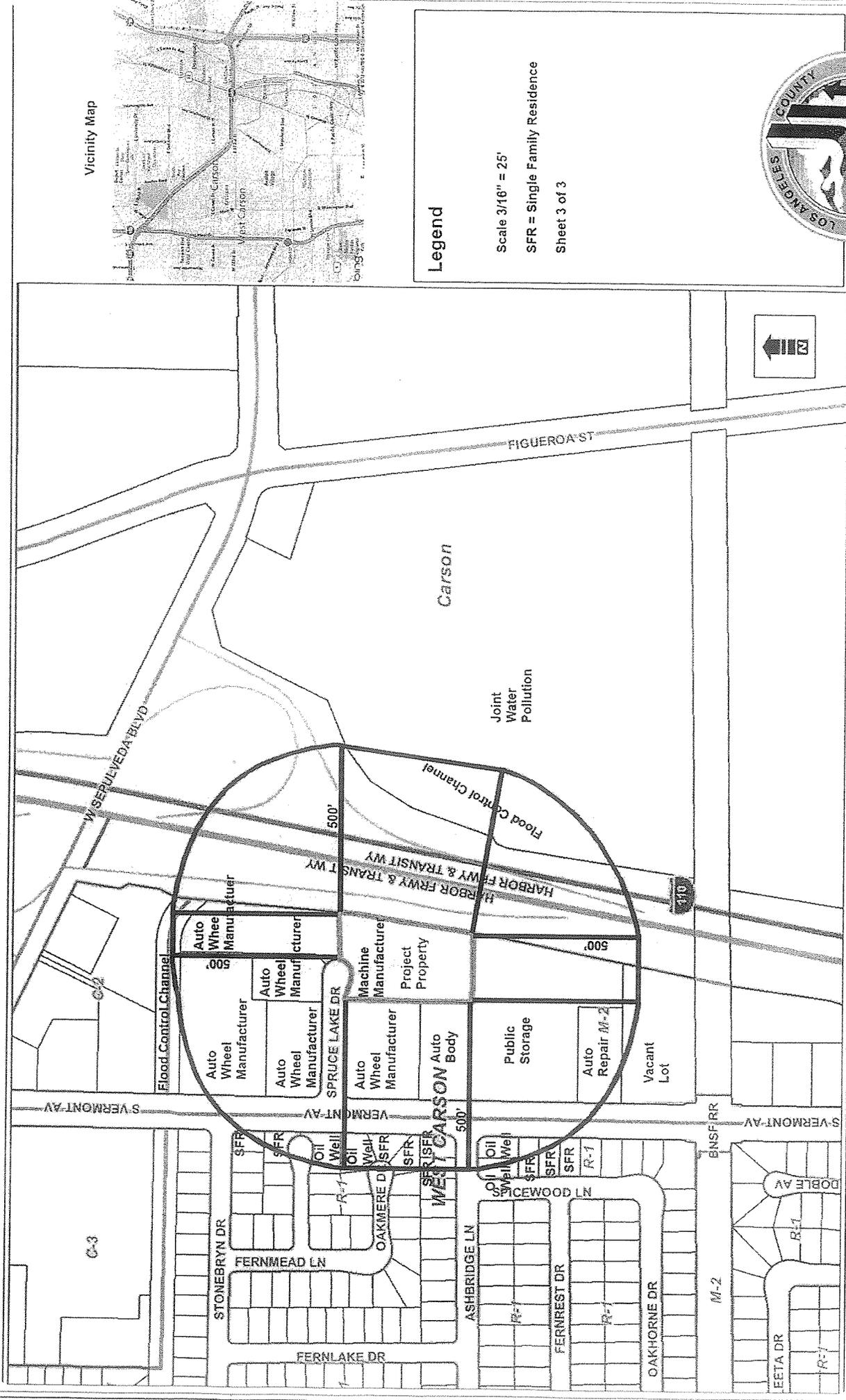
Clear Channel Billboard

Cell Tower

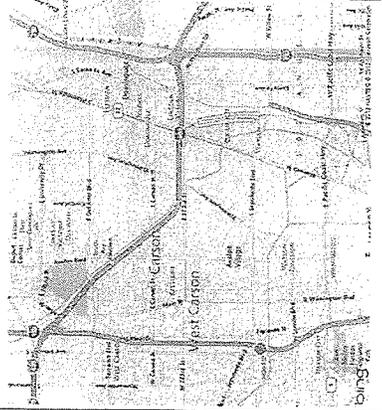
Crane Flag

Southbound on Vermont Ave.
Flag is not visible along Vermont Ave.
Must stop in road between a building
and look 90 degrees to get a flash.

PHOTO # 20
(20/20)



Vicinity Map



Legend

Scale 3/16" = 25'

SFR = Single Family Residence

Sheet 3 of 3



FIGURE 2

OWNER
BULLETIN DISPLAYS, LLC
"Creative Outdoor Advertising"
 310 E. 24th Street, Suite B
 Phoenix, AZ 85016
 (602) 230-9534
 Fax: (602) 230-9071
 jweaver@bulletin.com

CONTRACTOR
UDCO
 DIVERSIFIED
 212 E. 24th Street, Suite B
 Phoenix, AZ 85016
 (602) 230-9534
 Fax: (602) 230-9071
 jweaver@udco.com

ENGINEER
RMG Outdoor, Inc.
 4425 North 24th St., Ste 200
 Phoenix, AZ 85016
 (602) 230-9534 * Fax: (602) 230-9071
 Engineer - John Weaver
 jweaver@rmg-online.com

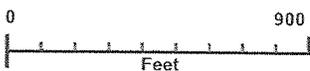
PROJECT ADDRESS & DESCRIPTION
 Project: 800 Spruce Lake Dr., Harbor City, CA 90710-0007.
 APN# 7499-016-010 (west line of 110 freeway). The
 configuration will be a 14' x 48' two-sided Back-to-Back
 billboard and the height of 65' 6" from below the middle of sign
 (i.e., 52' from the freeway grade). Column position may vary
 slightly due to unknown underground utilities.



FIGURE 3 (1/1)

Billboard Locations within 1,000-ft Radius

Printed: Mar 28, 2013

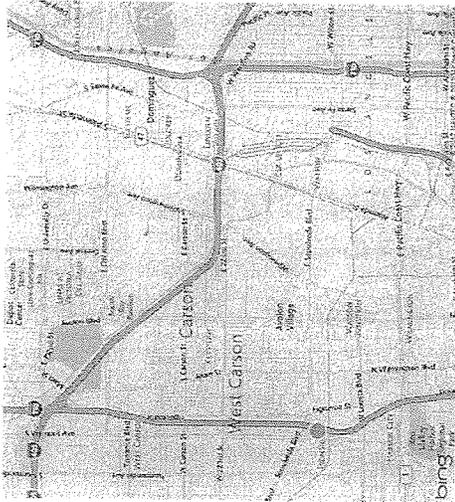


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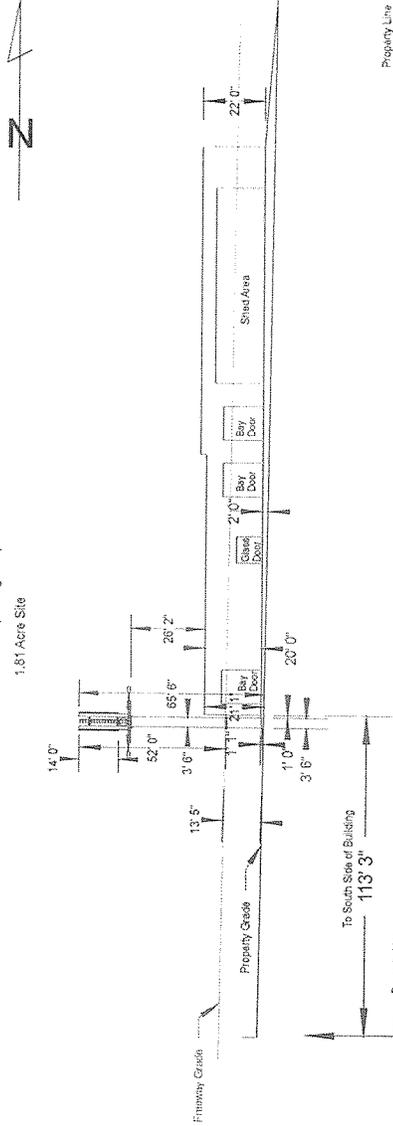


FIGURE 3

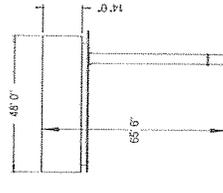
Vicinity Map



Elevation Plan
East Elevation (looking west)
1.81 Acre Site



14' x 48' Billboard Front Elevation



Project	Electrical	Proprietary Print & Design	Engineer	Contractor	Applicant	Date	Drawn By	MAK
<p>Project - 500 South Lake Dr., Hance City, CA 95710-1607. ADNR 7458-015-010 (west line of 110 freeway). The configuration will be a 14' x 48' wood-shed Back-to-Back billboard and the height of 65' 6" from below the middle of sign (i.e. 52' from the freeway grade). Column position may vary slightly due to unknown underground utilities.</p>	<p>Proposed Electrical Lead Schedule Drawing (1) Edison removes Edison Pole #174397E and connects the building to Edison Pole #170975E. (2) Separately, from Edison Pole #170975E in a 2" column to a 2" Schedule 40 section to the billboard column to a 6" diameter Pole on the billboard column. The billboard requires single-phase 120/240.</p>	<p>This print and design concept is the property of Bulletin Displays, LLC. This is an unpublished drawing created by Bulletin Displays, LLC. Any other use of this production is prohibited without the written authorization from Bulletin Displays, LLC.</p>	<p>RMS Outdoor, Inc. 4429 North 20th St., Ste 200 Portland, OR 97208 (503) 230-5630 • Fax: (503) 230-6071 Engineer: John Weaver jweaver@rms-outdoor.com</p>	<p>UDCO CONTRACTOR INC. 2004 DIVERSIFIED INC. 1111 S. Main Street, Suite 1 Hawthorne, CA 90250 Phone: (626) 794-1111 Fax: (626) 794-9999</p>	<p>BULLETIN DISPLAYS, LLC OWNER "CREATING OUTDOOR ADVERTISING" LONG BEACH, CA 90805 3127 E. South Street, Suite B Hawthorne, CA 90250 Phone: (562) 470-9999 Fax: (562) 470-9999</p>	7-23-12	MAK	MAK
					Revisions		Approved By	MAK
							Sheet No.	2 of 3
							Scale	1" = 20'
							Drawing No.	

Figure 4 (2/2)

2. AGRICULTURE / FOREST

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, with a designated Agricultural Opportunity Area, or with 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 § 12220 (g)), timberland (as defined in Public Resources Code § 4526), or timberland zoned Timberland Production (as defined in Government Code § 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS: The project will not have an impact on agricultural and forest resources, as it is located in an urbanized area devoid of farmland and forestland. (a)(b)(e) The project site is neither identified as farmland nor in an area near farmland as identified by the Farmland Mapping and Monitoring Program (FMMP). No Williamson Act contract lands are located in Los Angeles County except for on Catalina Island. (c)(d)(e) California Public Resources Code section 51104(g) defines *timberland production zones* as an area which has been zoned and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses. Although Los Angeles County, contains the Angeles National Forest and a portion of the Los Padres National Forest, there is no zone that is strictly used for forest uses or timberland production, and therefore the project cannot impact such areas.

3. AIR QUALITY

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Conflict with or obstruct implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD) or the Antelope Valley AQMD (AVAQMD)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS: (a) and (b) vehicle trips for construction and maintenance activities will have a less than significant impact on air quality standards; (d) Air quality may be impacted in the short-term during construction activities. Days and hours of construction would be limited and the developer would be required to water the site daily during construction; (e) Construction activities may create objectionable odors in the short term. Days and hours of construction would be limited. The air pollutants that are regulated by the Federal and California Clean Air Acts fall under three categories, each of which are monitored and regulated: (1) criteria air pollutants; (2) toxic air contaminants (TACs); and (3) Global warming and ozone-depleting gases. In 1970, the U.S. Environmental Protection Agency (EPA) identified six "criteria" pollutants they found to be the most harmful to human health and welfare. They are: Ozone (O₃), Particulate Matter (PM), Carbon Monoxide (CO), Nitrogen Dioxide (NO₂), Sulfur Dioxide (SO₂); and, Lead (Pb). The Federal government and the State of California have established air quality standards designed to protect public health from these criteria pollutants. Among the federally identified criteria pollutants, the levels of ozone, particulate matter, and carbon monoxide in Los Angeles County continually exceed federal and state health standards and the County is considered a non-attainment area for these pollutants. In response to the region's poor air quality, the South Coast Air Quality Management District (SCAQMD) was created. The SCAQMD is responsible for monitoring air quality as well as planning, implementing, and enforcing programs designed to attain and maintain state and federal ambient air quality standards in the region. The SCAQMD implements a wide range of programs and regulations, most notably, the Air Quality Management Plan (AQMP). Sensitive receptors are uses such as playgrounds, schools, senior citizen centers, hospitals or other uses that would be more highly impacted by poor air quality. AQMD Rule 402, which states "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

4. BIOLOGICAL RESOURCES

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFG or USFWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally or state protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, and drainages) or waters of the United States, as defined by § 404 of the federal Clean Water Act or California Fish & Game code § 1600, et seq. 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) Convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean natural grade) or otherwise contain oak or other unique native trees (junipers, Joshuas, southern California black walnut, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.56, Part 16), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, § 22.56.215), and Sensitive Environmental Resource Areas (SERAs) (L.A. County Code, Title 22, Ch. 22.44, Part 6)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with the provisions of an adopted state, regional, or local habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS: The project is in an urbanized area on a developed parcel. The project site is not located within, or in close proximity to areas subject to the Local Coastal Program, Significant Ecological Areas, a Natural Community Conservation Plan, or a federal Endangered Species Act Habitat Conservation Plan. Because none of these resources or resource areas is located on or near the project site, no impacts would occur. In addition, if the project site was located in proximity to any of these resources and could have indirect impacts there might be impacts that would be less than significant. A potentially significant impact would occur if the proposed project would somehow violate the requirements of the adopted plans. (a)–(g) Therefore, because of project location and the small scale of the project, it will not have any impact on biological resources.

5. CULTURAL RESOURCES

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, or contain rock formations indicating potential paleontological resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS: The project would have less than significant impact on cultural resources. (a) The project site does not impact national or state-designated historic resources, or any other cultural resources, which are not designated, but meet the criteria for additional protections as set out in the CEQA Guidelines, whether on the project site or in vicinity of the project site. The criteria for protections of non-designated structures are as follows: (1) Is the structure associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; (2) Is the structure associated with the lives of persons important in our past; (3) Does the structure embody the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or (4) Has the structure yielded, or may be likely to yield, information important in prehistory or history. The structures on the project site or in the vicinity of the project site do not meet this criteria. (b)(c)(d) Because the area is urbanized and already developed, the impact is at most less than significant because any resource that may have existed on-site is likely to have been disturbed by previous development.

6. ENERGY

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Conflict with Los Angeles County Green Building Ordinance (L.A. County Code Title 22, Ch. 22.52, Part 20 and Title 21, § 21.24.440) or Drought Tolerant Landscaping Ordinance (L.A. County Code, Title 21, § 21.24.430 and Title 22, Ch. 22.52, Part 21)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Involve the inefficient use of energy resources (see Appendix F of the CEQA Guidelines)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS: Per Appendix F of CEQA guidelines, the goal of conserving energy implies decreasing overall per capita energy consumption, decreasing reliance on fossil fuels such as coal, natural gas and oil, and increasing reliance on renewable energy sources. In 2008, the County adopted a Green Building Program to address these goals. Section 22.52.2100 of Title 22 (Los Angeles County Code) states that the purpose of the County's Green Building Program was to establish green building development standards for new projects with the intent to, conserve water; conserve energy, conserve natural resources, divert waste from landfills, minimize impacts to existing infrastructure, and promote a healthier environment. The Green Building Program includes Green-Building Standards, Low-Impact Development standards, and Drought Tolerant Landscaping requirements. In January 2011, the State of California adopted the CALGreen Building Code with mandatory measures that establish a minimum for green construction practices. The project is the construction and maintenance of a billboard in an urban area. (a) The project involves the development of a small area and will not require the installation of landscaping or water conservation features. (b) The billboard will have a connection to the electrical service to provide lighting to the billboard faces during the night. As such, the project maintenance phase will result in energy consumption, but such energy consumption will be minimal and lighting is a key aspect of the project.

7. GEOLOGY AND SOILS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Expose people or structures to 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 active fault trace? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction and lateral spreading?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, § 22.56.215) or hillside design standards in the County General Plan Conservation and Open Space Element?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS: The Alquist-Priolo Earthquake Fault Zoning Act of 1972 prohibits the location of most structures for human occupancy across the traces of active faults, and lessens the impacts of fault rupture. The Seismic Hazards Mapping Act requires the California Geological Survey to prepare Seismic Hazard Zone Maps that show areas where earthquake induced liquefaction or landslides have historically occurred, or where there is a high potential for such occurrences. Liquefaction is a process by which water saturated granular soils transform from a solid to a liquid state during strong ground shaking. A landslide is a general term for a falling, sliding or flowing mass of soil, rocks, water and debris. The County General Plan prohibits new developments, as defined by the Alquist-Priolo Act, within fault traces until a comprehensive geological study has been completed. More than 50 percent of the unincorporated areas are comprised of hilly or mountainous terrain. The vast majority of hillside hazards

include mud and debris flows, active deep seated landslides, hillside erosion, and man induced slope instability. These geologic hazards include artificially-saturated or rainfall saturated slopes, the erosion and undercutting of slopes, earthquake induced rock falls and shallow failures, and natural or artificial compaction of unstable ground. The General Plan Hillside Management Area (HMA) Ordinance regulates development in hillsides of 25 percent slope or greater to address these potential hazards. (a) The project will be constructed according to the requirements of the building code, and as such will not pose a hazard from seismic related events. (b) The amount of grading will be minimal and as such the construction phase of the project will not result in substantial soil erosion. (c)(d) The project site is not located within a known liquefaction area or in an area with known expansive soils. (e) The project does not propose an onsite wastewater treatment system (OWTS). (f) The project site is not located within a Hillside Management Area.

8. GREENHOUSE GAS EMISSIONS

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

EVALUATION OF ENVIRONMENTAL IMPACTS: (a) The Assembly Bill 32 Scoping Plan contains the main strategies California will use to reduce the greenhouse gases (GHG) that cause climate change. The scoping plan has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 program implementation regulation to fund the program. Recommended Action # 13 of the Scoping Plan (page 57) provides a goal to “expand the use of green building practices to reduce the carbon footprint of California’s new and existing inventory of buildings.” The Plan states that: “Collectively, energy use and related activities by buildings are the second largest contributor to California’s greenhouse gas emissions. Almost one-quarter of California’s greenhouse gas emissions can be attributed to buildings. As the Governor recognized in his Green Building Initiative (Executive Order S-20-04), significant reductions in greenhouse gas emissions can be achieved through the design and construction of new green buildings as well as the sustainable operation, retrofitting, and renovation of existing buildings.” As the billboard is not a building and does not create vehicle trips, or the heating and ventilation requirements of a typical building, there are limited impacts as far as greenhouse gas emissions. (b) The project will not have a significant impact as to greenhouse gases as a result of any conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing greenhouse gases. The Los Angeles Regional Climate Action Plan is currently under development and will be aimed to reduce GhG emissions within the unincorporated areas of the County. The local Climate Action Plan will be implemented in three phases: (1) GhG Inventory, (2) Measure Development and Quantification, (3) Climate Action Plan Development.

9. HAZARDS AND HAZARDOUS MATERIALS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, storage, production, 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 or waste into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?	<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 § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) 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"/>
h) Expose people or structures to a significant risk of loss, injury or death involving fires, because the project is located:				
i) within a Very High Fire Hazard Severity Zones (Zone 4)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) within a high fire hazard area with inadequate access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) within an area with inadequate water and pressure to meet fire flow standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) within proximity to land uses that have the potential for dangerous fire hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Does the proposed use constitute a potentially dangerous fire hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS: The project has less than significant impacts on the environment related to hazards and hazardous materials. (a)-(c) The construction and ongoing maintenance of the facility will not involve the use of hazardous materials. (d) The project site is not listed in the

Envirostar database. (e) The project is approximately 2 miles from Torrance Airport and the construction workers and maintenance workers may be exposed to less than significant hazards from the proximity of the airport. (f) The project is not within 2 miles of a private air strip. (g) The construction activities and location of the billboard will not impair evacuation or emergency response. (h) The project location and proposed use do not create a potential fire hazard.

10. HYDROLOGY AND WATER QUALITY

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<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, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Generate construction or post-construction runoff that would violate applicable stormwater NPDES permits or otherwise significantly affect surface water or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84 and Title 22, Ch. 22.52)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Result in point or nonpoint source pollutant discharges into State Water Resources Control Board-designated Areas of Special Biological Significance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Use onsite wastewater treatment systems in areas with known geological limitations (e.g. high groundwater) or in close proximity to surface water (including, but not limited to, streams, lakes, and drainage course)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
k) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, or within a floodway or floodplain?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- l) Place structures, which would impede or redirect flood flows, within a 100-year flood hazard area, floodway, or floodplain?
- m) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?
- n) Place structures in areas subject to inundation by seiche, tsunami, or mudflow?

EVALUATION OF ENVIRONMENTAL IMPACTS: The project will not have significant impacts on hydrology and water quality. (a) The construction phase of the project will not violate any water quality standards or waste discharge requirements, as construction activities will be required to comply with best practices to avoid waste discharge. (b) Utility water service is existing on the site and water requirements for construction and maintenance of a billboard are minimal such that it can be concluded that any water supplied by the utility provider will be minimal. The source of the water is not generally from groundwater supplies, and therefore groundwater supplies will not be affected by the project. (c)(d) Installation of the billboard may slightly alter existing drainage patterns, but because of the limited amount of grading those impacts will be less than significant. A detailed grading plan will need to be submitted prior to permit approval and subsequently inspections will be performed. (e)(f) The construction phase of the project will need to comply with best management practices to minimize runoff water into stormwater drainage and avoid creating additional sources of polluted runoff. The runoff from the operational phase will be minimal. (g) The project will be required to comply with the Los Angeles County Low Impact Development Ordinance. (h) The project is not expected to result in point or nonpoint source pollutant discharges into State Water Resources Control Board-designated Areas of Special Biological Significance. (i)(j) The project does not propose an onsite wastewater treatment system and will not otherwise degrade water quality. (k)(l)(m)(n) The project does not involve housing or place people in the a geologically hazardous area.

11. LAND USE AND PLANNING

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Be inconsistent with the applicable County plans for the subject property including, but not limited to, the General Plan, specific plans, local coastal plans, area plans, and community/neighborhood plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be inconsistent with the County zoning ordinance as applicable to the subject property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Conflict with Hillside Management criteria, Significant Ecological Areas conformance criteria, or other applicable land use criteria?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS: (a) The proposed project would not result in a physical division of an established community as the proposed billboard does not have sufficient bulk and impenetrability to result in an actual barrier to circulation. The project site is within an existing parcel that conforms to the existing street grid. (b) The proposed project is consistent with the current General Plan designation for the area and no amendment to the plan is being requested. (c) The project is subject to the applicable zoning standards, including any general standards for the zone and the specific standards for the type of use. Through the conditional use permit process, the standards for height and overhang may be modified to accommodate this project in this location. (d) The project site is not located within an area that is regulated by the hillside ordinance, or that is within a mapped SEA, SERA, ESHA area.

12. MINERAL RESOURCES

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

EVALUATION OF ENVIRONMENTAL IMPACTS: Because the project is not located project in a mapped mineral resource area, the project has no impact on mineral resources. (a)(b) Mineral resources are commercially-viable aggregate or mineral deposits, such as sand, gravel, oil, and other valuable minerals. The County depends on the State of California's Geological Survey (State Department of Conservation, Division of Mines and Geology) to identify deposits of regionally- significant aggregate resources. These clusters or belts of mineral deposits are designated as Mineral Resources Zones (MRZ-2s). The County does not designate any areas which are not already designated by the Geological Survey.

13. NOISE

Would the project result in:	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Exposure of persons to, or generation of, noise levels in excess of standards established in the County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08), or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from parking areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from amplified sound systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS: (a)(b)(c) Construction activities will create noise during the construction phase and periodic maintenance activities create noise of a short duration. Also, the project is located adjacent to the I-110 Freeway, which will expose construction workers and maintenance personnel to noise from the freeway. The noise levels within the project area are expected to be within the limits of the Los Angeles County Noise Control Ordinance (Code Section 12.08) which imits unnecessary, excessive, and annoying noise and vibration. This ordinance defines terms, identifies noise zones, provides standards for interior and exterior noise, and hours for noise regulation. County Code Section 12.12 provides additional regulation of construction noise. Groundborne vibration created by construction and maintenance activities is expected to be within the Noise Control Ordinance standards. The project is not expected to result in an increased ambient noise level. All construction and maintenance activities are expected to be conducted in compliance with the Noise Control Ordinance. (e)(f) The project is located within two miles of Torrance Airport and therefore construction and maintenance workers may be exposed to elevated noise levels from planes landing at Torrance Airport. The project is not located adjacent to a private airstrip.

14. POPULATION AND HOUSING

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Cumulatively exceed official regional or local population projections?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS: (a) The project will not induce new population growth as no full-time employment will be based at the project site as a result of the construction and maintenance of the billboard. (b)(c) The project site does not contain any existing housing and therefore the billboard will not displace any existing housing. (d) As the project does not involve creation of housing, it will not exceed population projections.

15. PUBLIC SERVICES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities 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 checked="" type="checkbox"/>	<input type="checkbox"/>
Sheriff protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>
Libraries?	<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"/>

EVALUATION OF ENVIRONMENTAL IMPACTS:

The project, which is the construction and ongoing maintenance of a billboard, will not result in an increase the population or permanent employment in the area, and therefore it will have a less than significant (fire and sheriff protection) or no impact on public services (schools, parks, libraries, other public facilities). (a) The project site is served by Los Angeles County Fire Department, Battalion 7 and Fire Station # 36 (Carson) located at 127 W. 223rd St., Carson. Development in the unincorporated areas must comply with the requirements of the Fire Code (Title 32), which provides design standards(b) The project site is served by the Los Angeles County Sheriff's Department from the Carson Station located at 21356 S. Avalon Blvd, Carson. The proposed project will not bring more residents or visitors to the service area such that it will have a significant impact on a Los Angeles County Sheriff's Department Station and impact service levels. The Los Angeles County Sheriff's Department strives to maintain a service ratio of approximately one officer for every 1,000 residents within the communities it serves. (c) The proposed project is served by Los Angeles Unified School District (LAUSD) including President Elementary, Fleming Middle School, Narbonne Senior High. The project will not impact schools as it is involves the construction and maintenance of a billboard, which is a type of development that would not be expected to increase the school age population of the community beyond the capacity of existing schools, thereby creating the need for new school construction. (d) The proposed project will not have no impact on parks resources as it will not increase the number of people who use parks in the vicinity of the project site to the extent that it would adversely impact park resources. An impact would only be expected if the proposed project would result in an increase in the number of residential units, and thus the population, such that this increase reduces the park space-to-residents ratio maintained by the County. (e) The proposed project would have a less than significant impact on library resources (the area is served by the Carson Regional Library located at 151 E. Carson Street, Carson) as it would not result in an increase in the number of residential units, and thus the population, such that this increase diminishes the capacity of the Los Angeles County Public Library to serve the project site and the surrounding community. (f) The project will not have a significant impact on any other identified public services.

16. RECREATION

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Would the project interfere with regional open space connectivity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS: (a) The proposed project would not increase the use of a nearby neighborhood or regional park to the extent that it would cause substantial physical deterioration of that park. (b) The project does not include a park. (c) The project will not interfere with regional open space connectivity.

17. TRANSPORTATION/TRAFFIC

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program (CMP), including, but not limited to, level of service standards and travel demand measures, or other standards established by the CMP for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS: (a)-(b) The performance of the circulation system is measured by the volume of traffic going through an intersection at a specific point in time relative to the intersection's maximum possible automobile throughput. This volume-to-capacity ratio is referred to as Level of Service (LOS) and ranges from the best-case scenario LOS A (free-flowing conditions) to the worst-case scenario LOS F (gridlock). The County is currently updating the General Plan and Mobility Element for the unincorporated communities, and there are regional transportation plans at SCAG and Metro. In general, projects accounted for in General Plans are accounted for in regional plans. The general trend among all these plans is a move toward a multi-modal solution to our congestion problems. These plans emphasize the expanded use of public transportation and other modes as alternatives to the private automobile. During the construction and operational phases personnel will access the site by automobile, and while there is public transportation available in the area, the nature of construction and maintenance work is not conducive to encouraging use of public transportation. The trips to the site during the operational phase will be minimal. The project will not conflict with the 2010 Congestion Management Program (Metro). The project does not trigger the minimum CMP TDM requirements (Page 36 – "The CMP TDM Ordinance applies to all new non-residential development and requires certain TDM-friendly development standards, such as carpool/vanpool preferential parking and pedestrian access, to be incorporated into the project design. The applicable development standards are triggered when a new

project exceeds established gross square footage thresholds. In addition, all development projects/programs for which an EIR will be prepared must consult with affected transit operators.”). The CMP Land Use Analysis Program ensures that local jurisdictions consider the regional transportation impacts that may result from major development projects through the local land use approval process. (c) The project will not result in a change in air traffic patterns as the height of the structure is not sufficiently high to present a problem for flights landing at LAX. This project does not fall into the class of project types that may impact airports and would need to be reviewed by the Federal Aviation Administration (FAA). These include all projects taller than 200 feet. The project would not develop structures with extremely tall massing or brilliant lighting that would affect flight paths. (d) The project does not increase hazards due to a design feature as it does not change the existing street grid and does not modify any access points to existing roadways. (e) The proposed project would not, either through construction or operation, block or provide inadequate emergency access for the project itself or make existing emergency access to off-site properties inadequate. The project would not block an existing fire lane, or will it cause emergency vehicles to need to detour thus increasing the amount of time it takes to reach their destination. The Los Angeles Los Angeles County Fire Department reviewed the project design and indicated that the project design did not present any access issues. The closest evacuation routes are Vermont Avenue, Sepulveda Boulevard, and I-110. (f) The project will not have a negative effect on public transit, bicycle, or pedestrian facilities.

18. UTILITIES AND SERVICE SYSTEMS

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Exceed wastewater treatment requirements of either the Los Angeles or Lahontan Regional Water Quality Control Boards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create water or wastewater system capacity problems, or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Create drainage system capacity problems, or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient reliable water supplies available to serve the project demands from existing entitlements and resources, considering existing and projected water demands from other land uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create energy utility (electricity, natural gas, propane) system capacity problems, or result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS: (a)-(b) The project does not involve a connection to the public wastewater disposal systems or an onsite wastewater treatment system (OWTS), as the project site is a billboard and will not have residents or on-site employees (maintenance will be performed by mobile employees), and therefore will not have restroom facilities. (c) As the project will not create impervious surfaces, it will not result in an increase of "runoff" or stormwater that will drain from the project site into the nearby storm drain. (d) The project is unlikely to consume any water (with the possible exception of water used for cleaning billboard surfaces). The self-storage warehouse on the project site is served by a retail water provider, and it would be able to accommodate proposed project's projected consumption. (e) There would be an adequate energy supply or transmission capacity to serve the proposed project. The project will be connected to electrical service to provide lighting. (f)-(g) The project is not expected to create solid waste, with the exception of the paper used for billboard displays, which could be recyclable as appropriate.

19. MANDATORY FINDINGS OF SIGNIFICANCE

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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"/>
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

EVALUATION OF ENVIRONMENTAL IMPACTS: (a) The project is unlikely to degrade the environment as it is a relative small structure in an urbanized area and it will therefore not reduce wildlife habitat or harm identified animal or plant species. (b) During both the construction and ongoing operational phase, the project will have a less than significant environmental impact and will not jeopardize any long-term environmental goals. (c) The project will not have cumulatively considerable impacts when considered cumulatively with other development. (d) The project will not adversely affect human beings directly or indirectly as it is a structure that will create pollution and will comply with building codes to assure its stability.

