INITIAL STUDY FOR MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT PLN-12-00164

PROJECT NAME: Allvision Digital Billboard @ Metro Site

PROJECT LOCATION: 7878 Telegraph Rd, Downey, CA 90240

PROJECT APPLICANT:
Greg Smith
Allvision, LLC
225 Bush Street, 16th Floor
San Francisco, CA 94104

LEAD AGENCY:
City of Downey
Community Development Department
Planning Division
11111 Brookshire Avenue
Downey, CA 90241

Contact: David Blumenthal, Senior Planner
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PUBLIC REVIEW PERIOD: May 17, 2013 to June 17, 2013

This Negative Declaration and Initial Study Checklist have been prepared pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code, Section 21000, et seq.) and the State CEQA Guidelines (California Code of Regulations, Section 15000, et seq.).

Written comments regarding this Negative Declaration shall be made to the Lead Agency listed above prior to 5:00 p.m. on the last day of the Public Review Period.

SECTION I. INTRODUCTION

1. Description of project:

The proposed project is a Conditional Use Permit, Variance, and Development Agreement to construct and operate a 55 foot tall electronic billboard with two display area, each of which is 672 square feet. The proposed sign would be installed on a sign structure in the northwestern area of the 9-acre project site adjacent to Interstate 5. The sign displays are 48 feet wide by 14 feet tall mounted on a 48 foot tall pole with the overall height being 55 feet above the adjacent grade. The base and foundation of the sign is approximately six feet by six feet. The two display faces would be oriented in a "V" shape, such that the displays face the two directions of highway traffic on Interstate 5.

An "LED" sign consists of a display surface that supports an image generated by light emitting diodes (LED). The sign structure would have two display surfaces facing opposite directions. The image on the sign will remain static for an average period of time of eight seconds per message (no less than four seconds per message), before cycling to the next image.

The sign will typically require maintenance two to six times per year. Signs can be serviced from the front or rear of the sign, however due to the proposed location of the sign it will most likely be serviced from the rear. Service calls range from two to five hours depending on the level of service needed.

The Conditional Use Permit is required for approval of the location of the sign and to address long-term operating conditions of the sign. The Variance is required to allow the applicant to deviate from the maximum allowable 35 foot height for billboards (proposal is 55 feet) and the maximum allowable 300 square foot display area (proposal is 672 square feet). The Development Agreement allows the City and the Property Owner to mutually agree on the installation and operation of the sign.

2. Project Site:

The subject site is located on the south side of Telegraph Rd, between Tweedy Lane and the City's western boundary. The site has a General Plan Land Use Designation of Public and is zoned M-1 (Light Manufacturing). The site is an irregular shaped lot that is approximately nine acres in size. It is currently improved with a maintenance facility for the Los Angeles County Metropolitan Transportation Authority (Metro) Non-Revenue Vehicle Division, which includes an approximate 28,600 square foot single story building and an approximate 3,600 square foot single story building. The remainder of the site is improved with asphaltic concrete and used for storage of vehicles, employee/visitor parking, and the storage of various other types of equipment. Other than the landscaping within the street setback, the site is void of vegetation.

The billboard will be located near the northwest corner of said site, adjacent to the Interstate 5 freeway Rio Hondo Channel. Its geographic position will be longitude -118.1224° and latitude 33.9714°.

3. Surrounding Properties:

The northwest side of the parcel is bounded by the Rio Hondo Channel, which is a tributary to the Los Angeles River. This portion of the channel is concrete lined and primarily serves as flood control. Across the Rio Hondo is a parcel in the City of Commerce, which is improved with a three-story motel. The northeast side of the site is bounded by Telegraph Rd, a six lane primary arterial that divides the City of Downey and the City of Pico Rivera. Telegraph Rd has approximately 28,000 average daily vehicle trips. Across Telegraph Rd (within the City of Pico Rivera) are multiple parcels that contain truck leasing and repair facilities.

The southeast side of the site is bounded by single family homes that are located on Rives Ave (a cul-de-sac residential street). These homes have a General Plan Land Use Designation of Low Density Residential and are within the R-1 5,000 (Single-Family Residential) zone. The southwest side of the site is bounded by the Interstate 5 (Santa Ana Fwy), which is the primary north-south interstate highway on the west coast of the United States. The I-5 has eight travel lanes (four in each direction) and has approximately 233,000 average daily vehicle trips. Across the I-5 are single family homes. These homes have a General Plan Land Use Designation of Low Density Residential and are within the R-1 6,000 (Single-Family Residential) zone.

4. City Characteristics:

The City of Downey is 12.8 square mile community that is located in the southeastern part of Los Angeles County. The State of California Department of Finance estimated that City's population is 112,761, as of January 1, 2013. The City of Downey is located about 12 miles southeast of downtown Los Angeles and is bounded by: the Rio Hondo River on the west; Telegraph Road on the north; the San Gabriel River on the east; and Gardendale Street and Foster Road on the south. Cities bordering Downey include: Pico Rivera on the north and Santa Fe Springs on the northeast, Norwalk on the east, Bellflower and Paramount on the south, South Gate on the southwest and west and Commerce on the northwest.

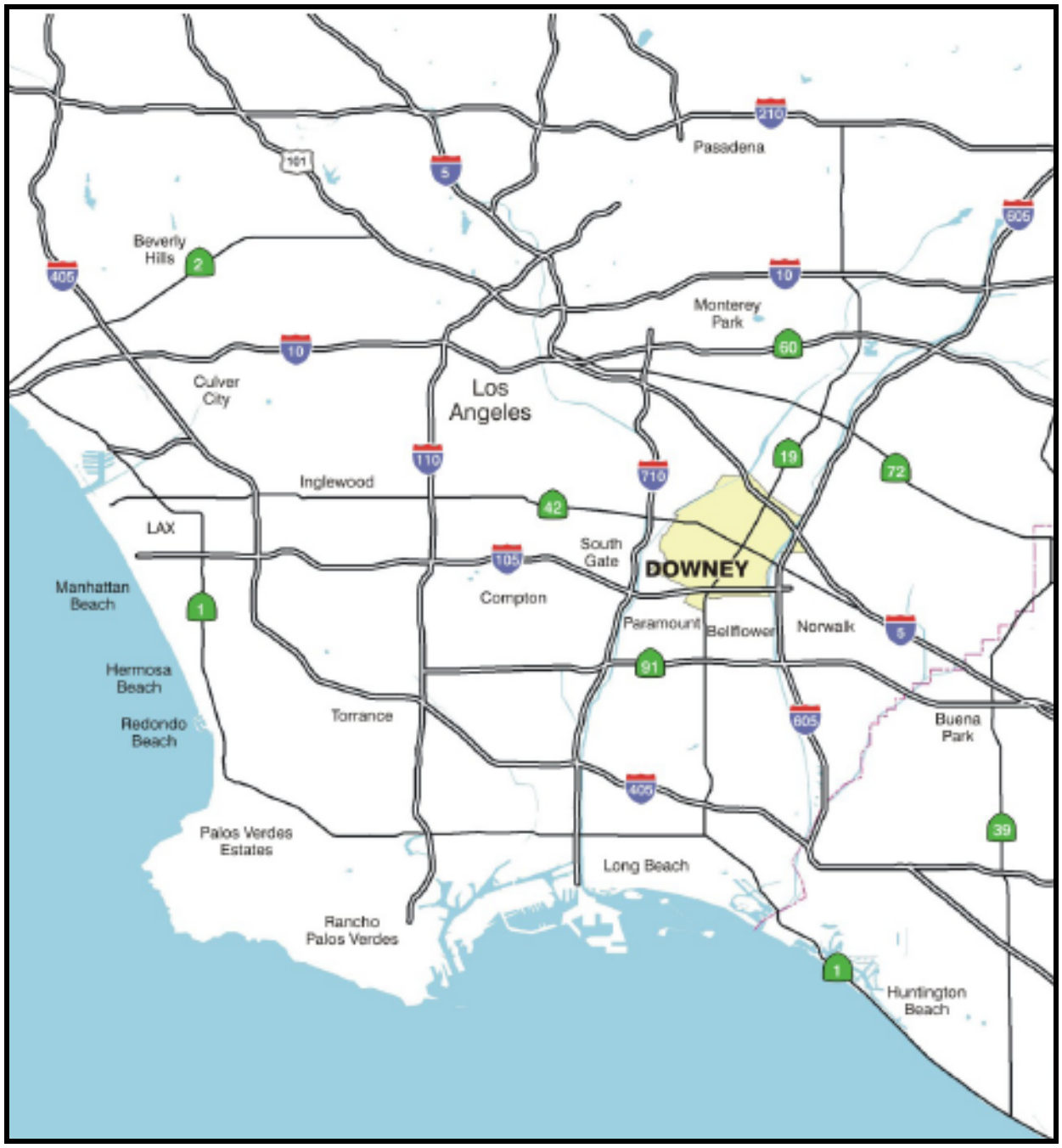
Regional access to and from the City of Downey is provided by the Santa Ana (I-5) Freeway; Glen Anderson Freeway (I-105) Freeway; the San Gabriel River Freeway (I-605) Freeways; and the Long Beach Freeway (I-710); MTA Green Line Light Rail passenger train services at the Lakewood Boulevard station, and various Metro Bus Lines that connect throughout the City.

The City of Downey is a Charter City with most municipal services being provided directly by the City. This includes City Police and Fire services, as well as, Planning, Building, Housing, Economic Development, Parks and Recreation, Library, and Public Works. Additionally, the City of Downey oversees operation of the Downey Civic Theater, the DowneyLINK Transit System, and the Farmer's Market.

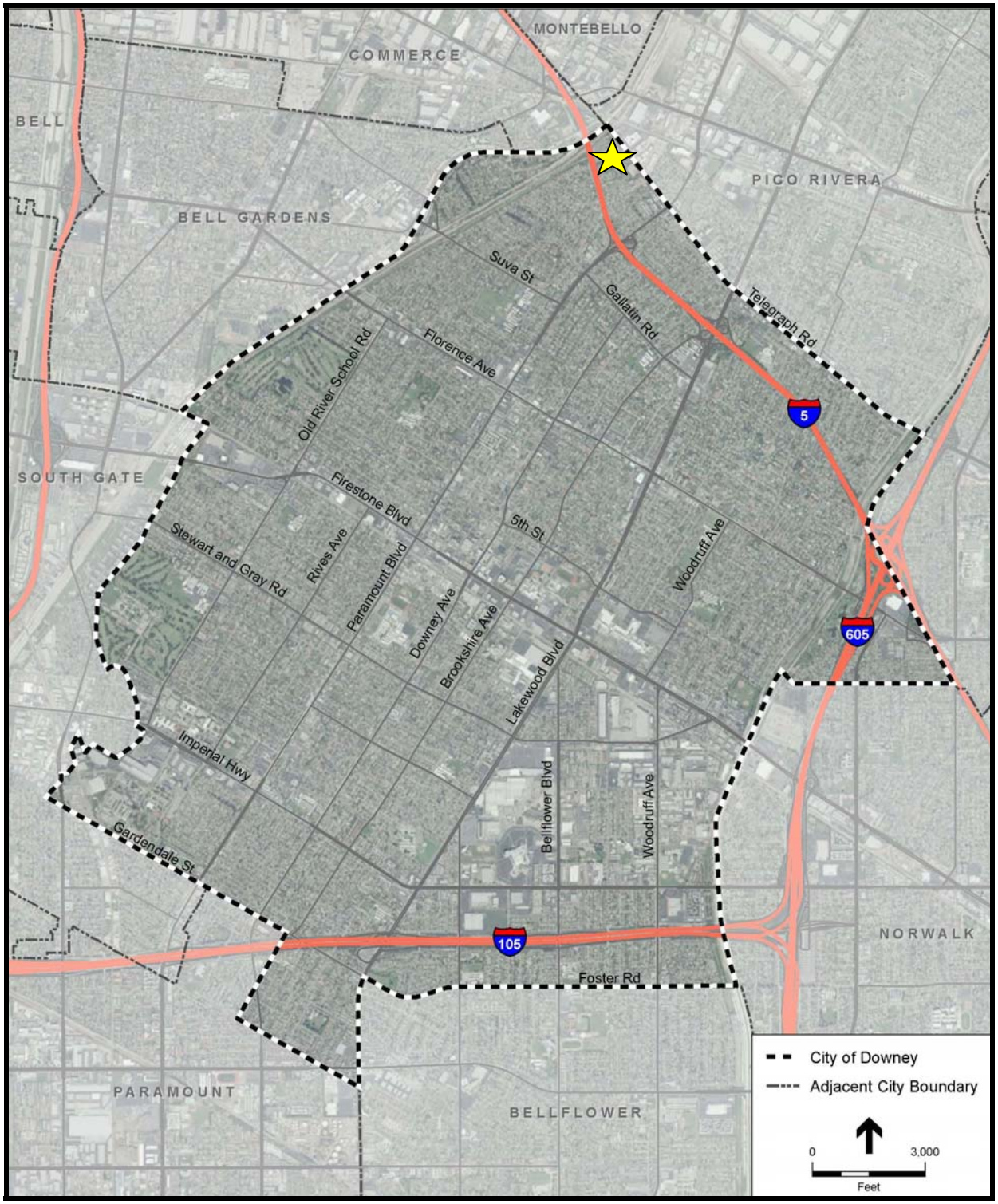
5. Other public agencies whose approval is required: (e.g., permits, financing approval, or participation agreement.)

Metro approval is required for the Development Agreement.
Caltrans approval is required for highway-oriented signs.

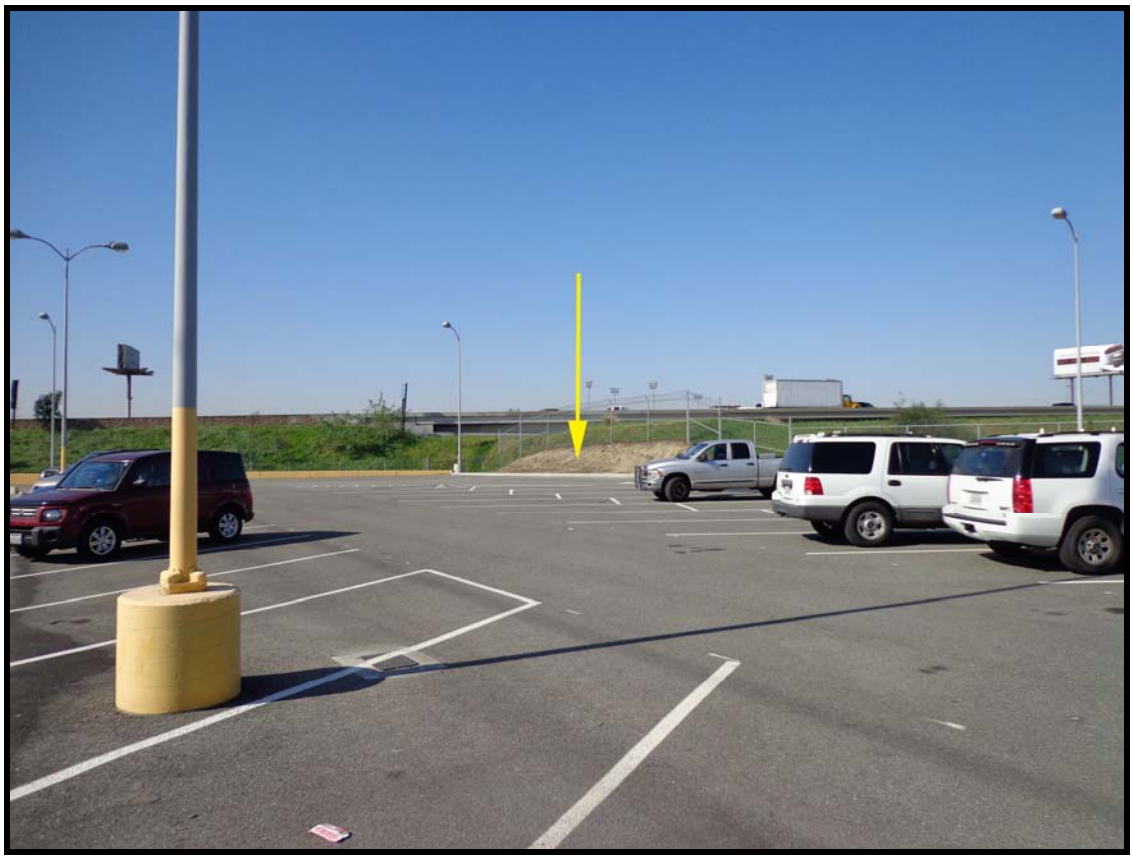
6. Location Map:



City of Downey Location in Regional Context



Project Location



Sign location on site

SECTION II. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist in section III.

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

DETERMINATION: (To be completed by the Lead Agency)

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 the mitigation measures described on an attached sheet have been added to the project. A 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 significant effect(s) 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, if the effect is a "potentially significant impact" or "potentially significant unless mitigated". 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, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.

Signature: *Original Signed by David Blumenthal* Date: May 13, 2013

David Blumenthal, Senior Planner
for the City of Downey

SECTION III. INITIAL STUDY CHECKLIST AND ENVIRONMENTAL EVALUATION

This section analyzes the potential environmental impacts which may result from the proposed project. For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and answers are provided according to the analysis undertaken as part of the Initial Study. They outline the following issues:

1. Aesthetics
2. Agriculture Resources
3. Air Quality
4. Biological Resources
5. Cultural Resources
6. Geology and Soils
7. Hazards and Hazardous Materials
8. Hydrology and Water Quality
9. Land Use and Planning
10. Mineral Resources
11. Noise
12. Population and Housing
13. Public Services
14. Recreation
15. Transportation and Traffic
16. Utilities and Service Systems
17. Mandatory Findings of Significance

The analysis considers the project's short-term impacts (construction-related), and its operational or day-to-day impacts. For each question, there are four possible responses. They include:

1. ***No Impact*.** Future development arising from the project's implementation will not have any measurable environmental impact on the environment and no additional analysis is required.

2. ***Less Than Significant Impact*.** The development associated with project implementation will have the potential to impact the environment; these impacts, however, will be less than the levels or thresholds that are considered significant and no additional analysis is required.

3. ***Potentially Significant Impact Unless Mitigated*.** The development will have the potential to generate impacts which will have a significant effect on the environment; however, mitigation measures will be effective in reducing the impacts to levels that are less than significant.

4. ***Potentially Significant Impact*.** Future implementation will have impacts that are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

	Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☑
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☑
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☑	☐	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☑	☐	☐

	Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Response:

(a and b): No impact. The City of Downey, which is located in southeast Los Angeles County, is an urban environment. There are no scenic vistas, scenic resources or scenic highways within the City boundaries or any visible from within the City.[1] No impact would occur.

(c): Potentially significant unless mitigation incorporated. The project site is in a highly disturbed area zoned for light industrial uses adjacent to the Interstate 5 freeway and the Rio Hondo Flood Control Channel. The project site is currently being used by Metro for a vehicle maintenance facility and related parking. The area of the sign is on the northwest corner of the property and will not impact the operations of the maintenance facility. The proposed sign would be located along a freeway within the City limits in an area zoned for industrial uses away from sensitive receptors. Notwithstanding this, the applicant prepared a visual simulation analysis to determine the extent of any visual impacts.[2] This visual simulation analysis involved analyzing nineteen different perspectives from the surrounding area. The result of the simulation analysis was the proposed sign is not visible from ten of the perspectives, thus having some visibility from the other nine. This goes without saying that the sign will be fully visible form the Interstate 5, in which it is designed to be directed towards.

A second potential impact can result from the advertising displayed on the sign. It can be upsetting for persons who live and work in the area to view advertisement that contains any adult or sexually oriented businesses, tobacco-related products, or other content that contains any obscene or profane language. This would be considered to degrade the existing visual character or quality of the site and its surroundings.

Even though the sign is anticipated to change the visual nature and character of the surroundings, it is being done in a manner that is consistent with the urbanized and developed nature of existing conditions. However, excessive light being generated from the sign at night or undesirable advertising can have a significant impact to the area; as such, mitigation measures are required.

(d): Potentially significant unless mitigation incorporated. The project site is located within a heavily lighted urban area with many existing sources of light and glare, including building lighting, parking lot lighting, street lighting, and traffic lights. The proposed sign will contribute to a slight increase in light and glare to passing motorists on the Interstate 5 Freeway and adjacent properties. However, the amount of additional light and glare would contribute to already-affected view sheds in this urban environment. An advantage of LED sign technology is that the sign brightness can be adjusted automatically depending on ambient lighting and weather conditions.

Any digital sign constructed or operated that is visible from a California highway is required to obtain a Department of Transportation Outdoor Advertising Permit from Caltrans. As a condition of that permit, Caltrans typically requires the sign to comply with the brightness requirements outlined in the Outdoor Advertising Act in that the illumination thereon shall not be of such brilliance or so positioned as to blind or dazzle the vision of travelers on adjacent highways[3]. The standard used by the California Department of Transportation (Caltrans) for enforcing sign brightness is as follows:

> The brightness reading of an objectionable light source shall be measured with a 1/2-degree photoelectric brightness meter placed at the driver's point of view. The maximum measured brightness of the light source within 10 degrees from the driver's normal line of sight shall not be more than 1,000 times the minimum

[1] City of Downey, Downey Vision 2025 – Comprehensive General Plan Update Draft EIR. July 2004 p. 8-1.

[2] View Impact Analysis of proposed billboard

[3] California Business and Professions Code Section 5403(g)

	Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

measured brightness in the driver's field of view, except that when the minimum measured brightness in the field of view is 10 foot-lamberts or less, the measured brightness of the light source in foot-lambert shall not exceed 500 plus 100 times the angle, in degrees, between the driver's line of sight and the light source (California Vehicle Code Section 21466.5).

Although these restrictions have been imposed for traffic safety reasons, the resulting controls effectively regulate light and glare to ensure that the operation of any digital sign does not create a substantial new source of light or glare. Notwithstanding this, there is no guarantee that Caltrans will impose this regulation, so mitigation measures are needed to avoid significant impacts from light and glare.

Mitigation Measures:

AES01: Lighting levels on the digital sign shall not exceed 0.3 foot candles above ambient light from a distance of 250 feet, as measured according to standards of the Outdoor Advertising Association of America (OAAA).

AES02: Brightness shall not exceed 800 nits (candela per square meter) from sunset to sunrise. At all other times, brightness will not exceed 7500 nits.

AES03: Illumination shall be directed such that minimal light spill will occur on either side or the top or bottom of the sign face.

AES04: A light sensor shall be installed with the sign to measure ambient light levels and to adjust light intensity to respond to such conditions. The light sensor adjusts the sign's brightness in order to compete with ambient light. The darker the surrounding ambient light, the less bright the sign is.

AES05: The sign shall not display any moving, flashing, scrolling, fading, brightening or animated text or video.

AES06: Signage shall be controlled remotely and include remote maintenance software.

AES07: LED lighting has a directional nature, and the projected viewing angle values for this sign shall be ± 30° vertically and ± 60° horizontally. Louvers shall be located above each row of lights to prevent light from projecting upward into the sky.

AES08: No sign shall advertise any adult or sexually oriented businesses, tobacco-related products, or other content that contains any obscene or profane language.

2. AGRICULTURE 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 agriculture and farmland. 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?	☐	☐	☐	☑
b) Conflict with existing zoning for agricultural use or a Williamson act contract?	☐	☐	☐	☑

	Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	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))?	☐	☐	☐	☑
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☑
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☑

Response:

(a, b and e): No impact. The City of Downey is an urbanized area that is mostly built out with only infill development potential. There are no agricultural lands within the City's boundaries. The project will have no impact on converting Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. Furthermore, the City's General Plan (Vision 2025) does not include provisions for agricultural uses in the future. While the City does have a variety of zoning districts, agricultural uses are only allowed in the Open Space (O-S) zone. The subject site is neither within or adjacent to the O-S zone. Therefore, no impacts to agricultural resources would occur with implementation of the proposed project.

(c): No impact. The City of Downey is an urbanized area that is mostly built out with only infill development potential. There are no forest or timberland lands within the City's boundaries. Therefore the project will not conflict with existing zoning for, or cause rezoning of, forest land,[4] timberland,[5] or timberland zoned Timberland Production.[6]

(d): No impact. The City of Downey is an urbanized area that is mostly built out with only infill development potential. There are no forest lands within the City's boundaries. Therefore the project will thus not result in the loss of forest land or conversion of forest land to non-forest use.

Mitigation Measures:

None Needed

3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management 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?	☐	☐	☐	☑
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☑	☐

[4] As defined in Public Resource Code 12220(g)

[5] As defined in Public Resource Code 4526

[6] As defined in Government Code Section 51104(g)

	Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	☐	☐	☑	☐
b. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☑
c. Create objectionable odors?	☐	☐	☑	☐

Response:

(a): No impact. The proposed sign is not anticipated to conflict with or obstruct implementation of the applicable air quality plan. The proposed project is located in the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is the regional agency responsible for air quality regulations within the SCAB including enforcing the California Ambient Air Quality Standards (CAAQS) and implementing strategies to improve air quality and to mitigate effects from new growth. The SCAQMD, in association with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG), is responsible for preparing the Air Quality Management Plan (AQMP) that details how the region intends to attain or maintain the state and federal ambient air quality standards. The Final 2007 AQMP describes the SCAQMD's plan to attain the federal fine particulate matter less than or equal to 2.5 microns (µm) in diameter ($PM_{2.5}$) and 8-hour ozone (O_3) standards. Although the SCAQMD cannot directly regulate mobile source emissions, the Final 2007 AQMP requires the use of cleaner (as compared to "baseline") in-use (i.e., existing) off-road (i.e., non-highway) equipment. In 2007, CARB adopted a regulation to reduce diesel particulate matter and nitrogen oxides (NO_x) emissions from in-use (existing) off-road heavy-duty diesel vehicles. Consistency with the 2007 AQMP is determined when a project: (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation; (2) is consistent with the growth assumptions in the AQMP; and (3) does not conflict with the implementation of any of the control measures or strategies adopted in the AQMP. The purpose of the AQMP is to bring an area into compliance with the requirements of Federal and State air quality standards. The consistency review is as follows:

1. The project will result in short-term construction related pollutant emissions less than the CEQA significance emissions thresholds established by the SCAQMD, as determined in Response No. 3(b) below. Therefore, the project will not result in an increase in the frequency or severity of an air quality standards violation and will not cause a new air quality standard violation.

2. The project does not include a residential component that would result in any population growth and is consistent with the light industrial land use designation. Therefore, the project is consistent with the growth assumptions utilized in the AQMP.

3. The pollution control strategies of the 2007 AQMP are mainly concerned with technologically based means of reducing emissions from mobile and stationary sources. Many of the control strategies are plans to develop regulations and rules that will specify future requirements for activities to reduce pollutant emissions. Example control strategies include increased industrial PM emissions control through baghouses, wet scrubbers, and other devices, volatile organic compounds (VOC) reductions in lubricants, and the light- and medium-duty vehicle high-emitters identification program to reduce NO_x, and VOC emissions. There are no control strategies that are applicable to the project.

Based on this consistency analysis, no impact is anticipated relating to conflicts with the Air Quality Management Plan.

(b and c): Less than significant impact. Short-term air quality impacts can be anticipated from construction

	Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

activities, although the proposed project does not anticipate violating any air quality standard or contribute substantially to an existing or projected air quality violation. All construction equipment is required to comply with CARB regulations, and construction activity is subject to the SCAQMD regulations. The California Clean Air Act, signed into law in 1988, established the CAAQS; all areas of the state are required to achieve and maintain the CAAQS by the earliest practicable date. Regions of the state that have not met one or more of the CAAQS are known as nonattainment areas, while regions that meet the CAAQS are known as attainment areas. The proposed project would be located in the Los Angeles County sub-area of the SCAB. Los Angeles County is designated as a state nonattainment area for O_3, $PM_{2.5}$, inhalable particulate matter less than or equal to 10 µm in diameter (PM_{10}), nitrogen dioxide (NO_2), and lead; and an attainment or unclassified area for carbon monoxide (CO), sulfur dioxide (SO_2), sulfates, hydrogen sulfide, and visibility reducing particles. The SCAQMD publishes thresholds of significance for these pollutants.[7]

In addition to the construction equipment operating at the site, the project construction includes limited drilling of a hole five feet in diameter and 25 feet deep, which would displace approximately 18 cubic yards of soil. In order to avoid significant impacts by stock-piling or transporting this soil, fugitive dust measures shall be addressed. This activity is subject to the regulations under SCAQMD's Rule 403 for fugitive dust control, which includes BMP's to mitigate fugitive dust from construction sites. Furthermore, the Final Environmental Impact Report (FEIR) that was prepared for the Downey Vision 2025 Comprehensive General Plan Update, which was certified on January 25, 2005, includes several mitigation measures intended to reduce air quality impacts from construction[8]. Since these mitigation measures are already required on the construction, no additional mitigation is required.

Significant air quality impacts are not anticipated from the associated operational characteristics of the project. project operations are limited to periodic maintenance two to six times per year and would and not involve grading, trenching, or other activities that would cause fugitive dust emissions. The digital sign copy would be changed remotely and not require any on-site work other than maintenance. Maintenance of the proposed sign would occur as needed. The equipment required is estimated to consist of a boom lift and one pickup/utility truck. It would take an estimated crew conservatively of three workers. Equipment would be brought to the site the day of installation and removed the following day. Additional less than significant impacts can be assumed over a period of time from repainting the sign, resulting in emissions from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings as part of maintenance, and from the vehicular trips associated with maintenance vehicles. Based on the minimal operational emissions of the proposed sign, the proposed project's operational emissions are not anticipated to exceed the SCAQMD's thresholds of significance.

(d): No impact. Sensitive receptors include day care centers (adult & child), schools, hospitals, churches, rehabilitation centers, and long-term care facilities (i.e. assisted living facilities). A review of the area indicates that there are no sensitive receptors within ¼ mile of the project site. As such, no impact is anticipated.

(e): No impact. During installation of the sign and periodic maintenance, there would be minimal emissions as described in Response No. 3(b) above. In addition, digital signs are not known to create objectionable odors, and as such, no impact is anticipated.

Mitigation Measures:

AIR01: The applicant shall comply with all mitigation measures contained in the City of Downey General Plan (Vision 2025) regarding air quality impacts.

AIR02: During construction, the applicant shall comply with all BMP's contained in SCAQMD's Rule 403 for fugitive dust control.

[7] South Coast Air Quality Management District, Air Quality Significance Thresholds, March 2011

[8] City of Downey, Mitigation Monitoring Program for the Comprehensive General Plan Update Draft EIR. July 2004 p. 4-3

	Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
4. 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 Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☑
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☑
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☑
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☑
e. Conflict with any local policies or ordinances protecting biological resources? (i.e. tree preservation ordinance).	☐	☐	☐	☑
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	☐	☐	☐	☑

Response:

(a): No Impact. There are no species identified as a candidate, sensitive, or special species in local, regional, state, or federal documents within the City of Downey. No impact would occur.

(b): No Impact. The project site consist mainly of asphaltic concrete, with no riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. However, there are portions of Rio Hondo Channel in which the concrete channel bed has been removed and natural vegetation has returned;[9] however, the proposed development would not be placed in the flood control channels. No impact would occur.

(c): No Impact. There are no federally protected wetlands as defined by Section 404 of the Clean Water Act identified in the City of Downey. No impact would occur.

(d): No Impact. The movement of any native resident or migratory fish or wildlife species or established native

[9] City of Downey, Downey Vision 2025 – Comprehensive General Plan Update Draft EIR Initial Study. March 2004. p. C-18.

	Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

resident migratory wildlife corridors, or the uses of native wildlife nursery sites have not been identified in the City of Downey.[10] Accordingly, the project would not impact the movement of any native resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors. No impact would occur.

(e): No Impact. The City of Downey does not have any local ordinance to protect biological resources. No impact would occur.

(f): No Impact. There is no adopted Habitat Conservation Plan, Natural Community Plan or other habitat conservation plan. No impact would occur.

Mitigation Measures:

None Needed

5. CULTURAL RESOURCES. Would the project:

a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines 5064.85?	☐	☐	☐	☑
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines 5064.5?	☐	☐	☐	☑
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☑
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☑

Response:

(a): No impact. The project site is previously disturbed, and there are no known historical resources on the site. Any resources that may have existed on the site at one time are likely to have been displaced or damaged and, as a result, the overall sensitivity of the site with respect to buried resources is low. Additionally, limited excavation into soils is expected to occur, which would further limit the potential for resources to be encountered with implementation of the proposed project. Notwithstanding this, there is no known event in history that occurred at the site that would qualify it for historical preservation. Furthermore, the architecture of the existing buildings is not unique nor do they represent an illustrative sample of a particular architectural style. Therefore, the project will have no impact on historical resources as defined in CEQA Guidelines Section 15064.5.

(b): No impact. The project site is previously disturbed, and there are no known archeological resources on the site. The project will have no impact on the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. Notwithstanding this, should any be discovered on the site, the applicant is required to comply with the provisions set forth in CEQA Guidelines Section 15064.5 regarding archaeological sites.

(c): No impact. The project site is previously disturbed, and there are no known paleontological resources on the site. The proposed sign would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. Notwithstanding this, should any be discovered on the site, the applicant is required to comply with the provisions set forth in CEQA Guidelines Section 15064.5 regarding paleontological sites.

(d): No impact. The project is not expected to disturb any human remains "since all burials in the City have

[10] City of Downey, Downey Vision 2025 – Comprehensive General Plan Update Draft EIR Initial Study. March 2004. p. C-19.

	Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

occurred in the Downey Cemetery since the late 1880s".[11] Thus, the project will not disturb any human remains, including those interred outside of formal cemeteries. Notwithstanding this, should any be discovered on the site, the applicant is required to comply with the provisions set forth in CEQA Guidelines Section 15064.5 regarding human remains sites.

Mitigation Measures:

None Needed

6. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) 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?	☐	☐	☑	☐
2) Strong seismic ground shaking?	☐	☐	☑	☐
3) Seismic-related ground failure, including liquefaction?	☐	☐	☑	☐
4) Landslides?	☐	☐	☐	☑
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☑
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☑
d. Be located on expansive soil, as defined in Table 18-1-B of the California Building Code, creating substantial risks to life or property?	☐	☐	☐	☑
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 water?	☐	☐	☐	☑

Response:

(a.1-a.3): Less than significant impact. A geotechnical study was conducted for the project site and concluded that the proposed development is geologically and geotechnically feasible.[12] The City of Downey is not located within an Alquist-Priolo Earthquake Fault Zone, as indicated on the zone map issued by the State Geologist for the area, nor is it expected to involve strong seismic ground shaking or seismic-related ground failure, including liquefaction. Construction of a sign will not involve significant changes in topography, and minimal earthwork will be involved at the project site as described in the project description.

[11] City of Downey, Downey Vision 2025 – Comprehensive General Plan Update Draft EIR. July 2004 p. 8-2

[12] Geotechnical Investigation for Proposed Electronic Billboard: 7878 Telegraph Road, Downey, CA, RMA Group, February 26, 2013

	Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Nonetheless, the City of Downey is located in an area considered to be seismically active, as is most of Southern California. Major active fault zones are located southwest and northeast of the City, with the fault with the greatest potential to impact the project site being the Whittier Fault, which is located approximately 4-5 miles northeast of the project site and is capable of a maximum moment magnitude of 6.80.[13] Since the site is not located within the boundaries of an Earthquake Fault Zone and no faults are known to pass through the property, surface fault rupture within the site is considered unlikely.[14] Construction of the proposed sign would comply with current California Building Code, as amended by the City of Downey, requirements that would ensure a less than significant impact from exposure of people or structures to risk associated with rupture of a known earthquake fault.

Liquefaction is a phenomenon where earthquake-induced ground vibrations increase the pore pressure in saturated, granular soils until it is equal to the confining, overburden pressure. When this occurs, the soil can completely lose its shear strength and enter a liquefied state. The possibility of liquefaction is dependent upon grain size, relative density, confining pressure, saturation of the soils, strength of the ground motion and duration of ground shaking. In order for liquefaction to occur, three criteria must be met: underlying loose, coarse-grained (sandy) soils; a groundwater depth of less than about 50 feet; and a nearby large magnitude earthquake. The susceptibility of soil to liquefy tends to decrease as the density of the soil increases and the intensity of ground shaking decreases. Given the depth of the ground water at the project site, the potential for liquefaction is considered unlikely.[15] Strong ground shaking will also tend to densify loose to medium dense deposits of partially saturated granular soils and could result in seismic settlement of foundations and the ground surface at the project site. The overall potential for damaging seismically-induced settlement is considered to be low. Seismically-induced ground shaking can also cause slope-related hazards through various processes including slope failure, lateral spreading, flow liquefaction, and ground lurching. Since the ground water depth is greater than 90 feet and the nearest fault is located about 4-5 miles to the northeast, the potential for lurching at the site is low.[16] Therefore, the overall potential for such failures is considered to be low. As the potential for liquefaction and seismic settlement at the project site is low, there would be no significant impacts associated with seismic-related ground failure and liquefaction.

(a.4): No impact. Topographically, the property is essentially planar, sloping gently to the south at about a one to two percent grade. Elevations in the area of the proposed sign are approximately 144 feet above sea level. The City of Downey has a relatively flat topography, and the possibility of landslides is unlikely. The Geotechnical Report concluded that there are no landslide hazards at the project site. The project site is not within a potential earthquake-induced landslide hazard zone, and due to the low gradient of the site, seismically induced landsliding is nil. Implementation of the proposed project would not result in the exposure of people or structures to the risk of landslides during a seismic event.

(b): No impact. The project will not result in substantial soil erosion or the loss of topsoil. The potential for soil erosion on the project site is low due to the existing topography of the project site and the limited construction activities. Furthermore, the project site, particularly the construction area is covered with asphaltic concrete. Therefore, no impacts related to soil erosion are anticipated.

[13] Appendix C of Geotechnical Investigation for Proposed Electronic Billboard: 7878 Telegraph Road, Downey, CA, RMA Group, February 26, 2013

[14] Appendix C of Geotechnical Investigation for Proposed Electronic Billboard: 7878 Telegraph Road, Downey, CA, RMA Group, February 26, 2013 p.3

[15] Appendix C of Geotechnical Investigation for Proposed Electronic Billboard: 7878 Telegraph Road, Downey, CA, RMA Group, February 26, 2013 p.4

[16] Appendix C of Geotechnical Investigation for Proposed Electronic Billboard: 7878 Telegraph Road, Downey, CA, RMA Group, February 26, 2013 p.5

[17] Geotechnical Investigation for Proposed Electronic Billboard: 7878 Telegraph Road, Downey, CA, RMA Group, February 26, 2013

	Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

(c): No impact. The Geotechnical Report concluded that the proposed development is geologically and geotechnically feasible.[17] The project site is not located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and is unlikely to result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. As discussed in the Geotechnical Report, the site is underlain by alluvium, which is not considered unstable. The alluvium was found to consist of medium dense sand and silty sands extending to depths of 12.5 feet. A soft layer of clayey silt was encountered between 12.5 and 15 feet, becoming stiff below 15 feet. Below 17.5 feet to the depths explored of 30 feet, the alluvium consists of dense sands. Therefore, no impacts related to unstable soils are anticipated.

(d): No impact. The project is not located on expansive soil, as defined in Building Code, creating substantial risks to life or property. Expansive soils are typically composed of certain types of silts and clays that have the capacity to shrink or swell in response to changes in soil moisture content. Shrinking or swelling of foundation soils can lead to damage to foundations and engineered structures including tilting and cracking. The proposed project would comply with current City Code and CBC requirements and would not affect foundations or result in other structural or engineering modifications that could increase exposure of people or structures to risk associated with expansive soils.

(e): No impact. The City of Downey is an urban area that is served by a sanitary sewer system. New septic tanks are prohibited within the City.

Mitigation Measures:

GEO01: The applicant shall follow all recommendations and conclusions contained in the Geotechnical report prepared by RMA Group and dated February 26, 2013

7. GREENHOUSE GAS EMISSION. Would the project:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☑	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☑	☐

Response:

(a): Less than significant impact. Greenhouse gas (GHG) emissions contribute, on a cumulative basis, to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature. The combination of GHG emissions from past, present, and future projects contributes substantially to the phenomenon of global climate change and its associated environmental impacts and as such is addressed only as a cumulative impact. Implementation of the proposed project would not substantially contribute to increases of GHG emissions that are associated with global climate change. Estimated GHG emissions attributable to the proposed project are minimal and would be primarily associated with increases of carbon dioxide (CO_2) from mobile sources associated with project construction and minimal, periodic maintenance. There are no permanent sources of GHG emissions involved with the proposed project.

Emissions of CO_2 typically constitute a majority of total mobile-source GHG emissions commonly associated with development projects. To a lesser extent, other GHG pollutants, such as methane (CH_4), largely generated by natural-gas combustion, and nitrous oxide (N_2O), would typically have a minor contribution to overall GHG emissions. These pollutants are not associated with this type of development. The SCAQMD does not have an adopted threshold of significance for construction-related or for operational-related GHG emissions for

	Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

nonindustrial facilities. However, as described in the Air Quality section above, the proposed project is well below the SCAQMD's screening thresholds for projects that would emit significant emissions, including CO_2. The proposed project could generate GHG emissions from vehicle exhaust (i.e., trucks, cherry picker/lift(s), and construction worker commuting) associated with the installation of the proposed sign, and periodic maintenance activities. Additionally, purchased electricity necessary to operate the sign would cause indirect GHG emissions. Digital signs are powered by electricity, the production of which may generate emissions of CO_2. For purposes of this analysis, the operation of the proposed sign is conservatively assumed to consume approximately 10,000 kilowatts at full power per month. Assuming that it operated at full power 24 hours per day, approximately 120,000 kilowatt-hours per year (kWh/year) would be consumed. As technology is refined, the sign could be updated with more efficient technology, and a reduction in overall electricity usage would be likely to occur.

While project approval may alter the electrical usage and result in additional carbon emissions temporarily from construction vehicles and the generation of power needed for the sign, the installation of the proposed sign would not have a significant environmental effect related to greenhouse gas emissions or climate change. Given the small size of this project, it is likely that GHG emissions associated with the project are very minimal and would not exceed any threshold were one adopted. Since there are no established thresholds of significance against which to measure the impacts, the quantitative assumption is that the proposed project's contribution to the overall issue of global warming is highly limited and considered not significant. The project also includes light sensor controls and the ability to immediately respond to technology improvements, which are beneficial. Therefore, there is no significant impact.

(b): Less than significant impact. As discussed in Response No. 7(a) above, GHG emissions that would occur from the installation and operation of the proposed project would be less than significant. The City does not have local policies or ordinances with the purpose of reducing greenhouse gas emissions. However, the City is subject to compliance with the Global Warming Solutions Act (AB 32). Therefore, compliance with AB 32 would ensure a less than significant impact.

Mitigation Measures:

None Needed

8. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☑
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☑
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☑
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☑

	Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless 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 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?	☐	☐	☐	☑
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?	☐	☐	☐	☑
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☑
h. Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?	☐	☐	☐	☑

Response:

(a through c): No impact. The proposed project involves implementation of a new sign and would not involve the use, handling, or storage of any potentially hazardous materials, nor would it involve excavation that could potentially disturb contaminated soils or groundwater. As such, the project will not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. In addition, there are no schools located or proposed within one-quarter mile of the project site. Therefore, the project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

(d): No impact. The project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.[18]

(e and f): No impact. The City of Downey is not located within an airport land use plan or within two miles of a public airport or public use airport. Therefore, the project would not result in a safety hazard for people residing or working in the project area.

(g): No Impact. The proposed project is located on a portion of the site that is used for vehicle storage. This location is not accessible by the public and is not within an evacuation route. During construction and operation of the sign, no interference with an adopted emergency response plan or emergency evacuation plan is anticipated. Furthermore, the proposed digital sign can be used to disseminate information to the public in the event of an emergency. Therefore, impact is expected to be less than significant regarding emergency plans.

(h): No impact. The project site is located in an urbanized and industrial area of the City and is not contiguous to a designated high fire area associated with any designated wildland area. Therefore, implementation of the proposed project would not result in the exposure of people or structures to hazards associated with wildland fires.

Mitigation Measures:

None Needed

[18] Checked on Department of Toxic Substance Control website (http://www.envirostor.dtsc.ca.gov/public) on May 6, 2013

	Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☑
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)?	☐	☐	☐	☑
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☑
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?	☐	☐	☐	☑
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?	☐	☐	☐	☑
f. Otherwise substantially degrade water quality?	☐	☐	☐	☑
g. 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?	☐	☐	☐	☑
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☑
i. 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?	☐	☐	☐	☑
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☑

Response:

(a through f): No impact. The agency with jurisdiction over water quality within the project area is the Los Angeles Regional Water Quality Control Board (LARWQCB). The Clean Water Act (CWA) prohibits the discharge of pollutants to waters of the United States from any point source unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. In accordance with the CWA, the proposed sign, as with all construction within the City of Downey, is required to comply with the NPDES, if applicable. The project involves construction of a new digital sign in compliance with all applicable NPDES requirements, and as such would not cause any violations associated with water quality standards or

	Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

water discharge requirements.

Construction and operation of the proposed project would not involve dewatering and, thus, would not deplete groundwater supplies. The Geotechnical Report concluded that ground water was not encountered during their subsurface exploration, which extended to a maximum depth of 30 feet. Historic records dating back to 1956 indicate the shallowest groundwater reading was on March 31, 1994 when the groundwater was 47 feet below the existing ground surface. The deepest groundwater was 142 feet on August 11, 1956. Implementation of the proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, and, as such, no impacts would occur.

The proposed project also would not materially change the amount of impervious surfaces at the project site or otherwise alter existing drainage patterns or surface water runoff quality or quantities on the project site. Operation of the proposed sign does not involve the use of water or generation of waste water. As such, implementation of the proposed project would not result in significant impacts on surface water quality.

(g through h): No impact. Pursuant to Flood Insurance Rate Map, Flood Zone Map No. 06037C1830F, as revised on September 26, 2008, the project site lies within the boundaries of 100- and 500-year flood zones. However, due to the nature of the proposed project, which involves constructing and operating a sign structure over a small area of the Metro property, it is not anticipated to impede or redirect flood flows within the area. Therefore, no impact would occur. The proposed project does not involve the construction of housing. Therefore, no impacts resulting from the placement of housing or other structures within a 100-year flood hazard area would occur.

(i): No impact. The project site lies within the boundaries of 500-year flood zones. The subject site is located near the Rio Hondo Channel, and according to the Vision 2025 FEIR, this flood control channel has been designed to meet or exceed the discharge capacity for a 100-year flood.[19] No impact is anticipated on flooding as a result of the failure of a levee or dam. Therefore, no impacts due to the exposure of people or structures to a risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam would occur.

(j): No impact. The City of Downey is relatively flat and is not located near a dam, lake, or ocean, and therefore, inundation by seiche, tsunami, or mudflow is not anticipated. Moreover, tsunamis and seiches do not pose hazards due to the inland location of the site and lack of nearby bodies of standing water.

Mitigation Measures:

None Needed

10. LAND USE AND PLANNING. Would the project:

a. Physically divide an established community?	☐	☐	☐	☑
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☑
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☑

[19] City of Downey, Downey Vision 2025 – Comprehensive General Plan Update Draft EIR. July 2004 p. 5-58

	Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Response:

(a): No impact. The construction and operation of the proposed sign on the project site will not physically divide an established community, as it is being placed on the northwest corner of the current Metro operating facility and will not block access to the surrounding sites. The project will not disrupt or divide the physical arrangement of an established community.

(b): No impact. The project will not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. The project is consistent with the current General Plan and zoning designations, as well as the existing Metro use of the site. According to Downey Municipal Code Section 9622(a)(1), billboard signs are permitted in M-1 zones with a Conditional Use Permit (CUP).

The applicant, however, is applying for a variance, which will cover:

1. A 55-foot pole structure, which exceeds the height of 35 feet specified in Section 9622(b)(3); and,

2. A sign area of 672 square feet per face (total sign area of 1,344 square feet) which exceeds the sign area of 300 square feet specified in Section 9622(b)(1).

The City has determined that the project findings can be made for both the CUP and variance approvals. With approval of the CUP and variance, the project will be consistent with all applicable City requirements for new signs.

(c): No impact. There is no applicable habitat conservation plan or natural community conservation plan. Therefore, the project will not conflict with any applicable habitat conservation plan or natural community conservation plan, as there are no applicable conservation plans.

Mitigation Measures:

None Needed

11. 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?	☐	☐	☐	☑
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?	☐	☐	☐	☑

Response:

(a and b): No impact. The project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. There are no known mineral resources on the site. Therefore, the proposed project would not affect access to or the availability of valued mineral resources.

Mitigation Measures:

None Needed

	Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
12. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☑	☐
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☑	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☑	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☑	☐
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?	☐	☐	☐	☑
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?	☐	☐	☐	☑

Response:

(a through d): Less than significant impact. Digital signs are not known to emit noise or sound. During the short period of construction of the project, however, there may be increased noise levels or vibration. Construction activities are regulated by the City of Downey's Municipal Code. These impacts would be temporary and are considered less than significant. Construction and implementation of the proposed project would not result in a substantial temporary or permanent increase in ambient noise levels, nor would it expose persons to generation of noise levels in excess of standards or excessive groundborne vibration or noise. The proposed project involves installation of one new sign. It is located at a property that is zoned for light industrial uses and adjacent to a busy freeway (Interstate 5) with many existing sources of noise and a high level of existing ambient noise. Installation of the proposed sign and periodic maintenance, which would involve the use of equipment such as trucks and cherry picker/lifts, would not generate noise in excess of the City's noise ordinance, nor would it result in a substantial temporary increase in ambient noise levels.

With regard to roadway noise associated with construction traffic on area roads, traffic volumes on roads with good operating conditions (i.e., Level of Service of B or better) would have to increase at more than a three-fold rate to reach the City's threshold of significance of a 5 dBA increase and would need to increase even more on roads with poor operating conditions (i.e., Level of Service C or worse). Given the limited scope of construction activities (installation and removal of signs), only a small amount of construction traffic would occur, and this would not result in a noise level increase that would exceed the threshold of significance.

Operation of the proposed project would not generate any noise with the exception of periodic maintenance activities as discussed above. Additionally, the proposed project would not result in an increase in noise generating activities such as traffic.

(e and f): No impact. The project site is not located within an airport land use plan, within two miles of a public

	Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

airport or public use airport, or within the vicinity of a private airstrip. Therefore, there is no impact in this regard.

Mitigation Measures:

NOI01: The sign shall not emit any verbal announcement or noises of any kind.

13. POPULATION AND HOUSING. 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)?	☐	☐	☐	☑
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑

Response:

(a): No impact. The proposed sign would not induce substantial population growth in an area. The proposed project involves installation and operation of one new sign and does not include residential development. The proposed improvement would not increase existing long-term employment. With no increase in long-term employment, and no new homes proposed, the proposed project would not induce substantial population growth. Furthermore, the project site is located within a developed area, and no new roads or extensions of existing roads or other growth-accommodating infrastructure are proposed. Therefore, the proposed project would not directly or indirectly induce substantial population growth through extension of roads or other infrastructure. No impact would occur.

(b): No impact. The proposed sign would not displace substantial numbers of existing housing. There are no existing residential properties on the project site. Implementation of the proposed project would not displace housing. Therefore, no impacts on housing would occur.

(c): No impact. The proposed sign would not displace substantial numbers of people, as it will be located on a currently unutilized portion of an operational Metro site. No impact would occur.

Mitigation Measures:

None Needed

14. 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:				
1) Fire protection?	☐	☐	☐	☑

	Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
2) Police protection?	☐	☐	☐	☑
3) Schools?	☐	☐	☐	☑
4) Parks?	☐	☐	☐	☑
5) Other public facilities?	☐	☐	☐	☑

Response:

(a.1 through a.5): No impact. The proposed sign would not 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 fire protection, police protection, schools, parks, or other public facilities. The proposed project entails placement of one new sign. The proposed project would comply with all applicable City and State codes, ordinances and regulations. The proposed sign would be made of noncombustible materials approved by both the Fire Department and Building Department. It would not add new buildings or increase long-term employment. Therefore, no impacts on fire or police protection services are expected with implementation of the proposed project. Further, no impacts to, or need for, new school facilities, parks or other public facilities would occur.

Mitigation Measures:

None Needed

15. RECREATION.

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☑
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☑

Response:

(a): No impact. The proposed project will not create new households that could 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. The proposed project does not include development of recreational facilities nor does it include residential development that would increase demand for recreational facilities. The proposed project would not increase long-term employment such that increased demand for neighborhood and regional parks or other recreational facilities would occur. Therefore, the proposed project would not result in substantial physical deterioration of existing area recreational facilities or require the construction or expansion of recreational facilities. No impact would occur.

(b): No impact. The project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. No impact would occur.

Mitigation Measures:

None Needed

	Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
16. TRANSPORTATION/TRAFFIC. Would the project:				
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☑	☐
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☑	☐
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?	☐	☐	☐	☑
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☑	☐	☐
e. Result in inadequate emergency access?	☐	☐	☐	☑
f. Result in inadequate parking capacity?	☐	☐	☐	☑
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☑

Response:

(a and b): Less than significant impact. The proposed project would not conflict with applicable plans, ordinances or policies establishing measures of effectiveness for the performance of the circulation system, and traffic created during construction and operational activities is expected to be minimal. Construction of the proposed project would generate a minimal amount of traffic associated with workers traveling to and from the site. Given the limited construction and operational activities (installation of one new sign and maintenance of approximately two to six visits annually), these vehicle trips would not be sufficient to result in noticeable traffic impacts on the local roadway system or exceed any level of service standard established by the county congestion management agency for designated roads or highways. All roads would be kept clear and unobstructed at all times during sign installation and operation and thereby would not create a significant impact.

(c): No impact. The proposed sign would not result in a change in air traffic patterns. The proposed project site, like the rest of the City of Downey is within the landing path for LAX. However, due to the distance of the City of Downey to LAX, most planes are at a high enough altitude that cannot be impacted by development. The proposed sign does not project lights into the sky, or have any other feature that could disrupt the existing air traffic patterns. Therefore, the proposed project would have no impact on air traffic patterns.

(d): Potentially significant impact unless mitigated. As digital sign technology has evolved, the issue has been raised as to whether digital signs themselves, regardless of compliance with such operating restrictions, present a distraction to drivers and thereby create conditions that could lead to accidents. A digital sign allows for periodic changes in displayed advertising messages electronically, and primary concerns regarding their impacts center around driver safety and distraction. The proposed sign as described in the project Description above includes a number of features that will ensure compliance with the State of California's Outdoor Advertising Act (Business and Professions Code Section 5200 et seq.) and all current best practices for digital

	Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

signs. During construction and operational activities, all necessary equipment and vehicles would be required to use local roadways; however, this is not anticipated to create a safety hazard. In addition, a number of technical studies demonstrate that the proposed digital sign is not anticipated to substantially increase hazards due to its design features.[20][21] These studies show that there are no differences in the overall glance patterns between digital billboards, conventional billboards, comparison events, and baseline events. Furthermore, one study found that digital billboards "have no statistically significant relationship with the occurrence of accidents."[22]

In addition to these studies, the Federal Highway Administration (FHWA) has also addressed signage issues in general, and digital signs in particular. As part of its agreement with various states pursuant to the Highway Beautification Act, for example, it has confirmed that no sign is allowed that imitates or resembles any official traffic sign, and that signs may not be installed in such a manner as to obstruct, or otherwise physically interfere with an official traffic sign, signal, or device, or to obstruct or physically interfere with the vision of drivers in approaching, merging or intersecting traffic. While these provisions may be enforced by the FHWA, through agreement with the State of California they are typically enforced by Caltrans.

Notwithstanding the aforementioned studies, and Federal regulations. The proposed signs can pose a significant hazard to drivers if they are over-illuminated (particularly at night). Since the sign is LED, the sign technology allows the brightness to be adjusted automatically depending on ambient lighting and weather conditions. Mitigation measures are needed to ensure the sign does not result in a significant impact to motorist.

(e): No impact. The proposed sign would be located outside travelled portions of the roadway and would present no obstacle to emergency access. The proposed sign would also have the capacity to display official messages regarding emergencies and could perform as part of the emergency response system. The project would not result in inadequate emergency access.

(f): No impact. The proposed project involves the installation and operation of one new sign. It would not conflict with, nor hinder performance of policies, plans, or programs regarding alternative forms of transportation.

Mitigation Measures:

TRA01: The applicant shall obtain all required permits from Caltrans regarding Highway Oriented Signs

TRA02: Signs shall not be placed with illumination that interferes with the effectiveness of or obscures any official traffic sign, device or signal.

TRA03: Signs shall not include or be illuminated by flashing, intermittent or moving lights (except that part necessary to give public service information such as time, date, temperature, weather or similar information).

TRA04: Signs shall not cause beams or rays of light to be directed at the traveled way if such light is of such intensity or brilliance as to cause glare or impair the vision of any driver, or to interfere with any driver's operation of a motor vehicle.

TRA05: Duration of all displays shall be a minimum of four seconds with a one to four second transition time between displays.

[20] Driving Performance and Digital Billboards, Virginia Tech Transportation Institute. March 2007

[21] A study of the relationship between Digital Billboards and Traffic Safety, Tantala Associates. August 2010

[22] A study of the relationship between Digital Billboards and Traffic Safety, Tantala Associates. August 2010 p.3

	Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
17. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☑
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☑
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☑
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☑
e. 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?	☐	☐	☐	☑
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☑
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☑

Response:

(a through g): No impact. The project would not generate any wastewater or require a supply of potable water. Construction and operation of the sign would not require other utility services (water, wastewater, storm water drainage, or landfill facilities), and no impact to these services would occur. The proposed project would not increase existing employment or otherwise affect water use or wastewater generation. The project also does not materially change the amount of permeable surface areas, drainage patterns, or affect storm water drainage systems. Periodic replacement of the LED lights on the digital display signs would also be required. Although LED lights cannot be recycled, their disposal requires no particular procedure unlike other fluorescent light bulbs. The solid waste generated from replacing signage and lighting would be minimal. In addition, no inert solid waste is anticipated to be generated as a result of the proposed project. The digital sign would require electrical service (conservatively assumed to be approximately 10,000 kilowatts per month). Providing such service through extension of existing electrical services in the vicinity would not result in any significant impacts.

Mitigation Measures:

None Needed

	Potentially Significant Impact - EIR Analysis Is required	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
18. MANDATORY FINDINGS OF SIGNIFICANCE.				
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, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☑
b. Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☑
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☑

Response:

(a): No impact. As described throughout the preceding checklist sections, the proposed project will not 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, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

(b): No impact. Based on the analysis contained within this Initial Study, the proposed project is not anticipated to create impacts that are individually limited, but cumulatively considerable.

(c): No impact. Based on the analysis contained within this Initial Study, the proposed project will not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

Mitigation Measures:

None Needed

SECTION IV. REFERENCES

1. ACRONYMS

Air Quality Management Plan	AQMP
Carbon Dioxide	CO_2
Carbon Monoxide	CO
Best Management Practices	BMP
California Air Resources Board	CARB
California Ambient Air Quality Standards	CAAQS
California Building Code	CBC
California Department of Transportation	CALTRANS
California Environmental Quality Act	CEQA
City of Downey General Plan	VISION 2025
Clean Water Act	CWA
Conditional Use Permit	CUP
Congestion Management Plan	CMP
Environmental Impact Report	EIR
Federal Highway Administration	FHWA
Final Environmental Impact Report	FEIR
Fine Particulate Matter	$PM_{2.5}$
Global Warming Solutions Act	AB 32
Greenhouse gases	GHGs
Household Hazardous Wastes	HHW
Housing and Community Development	HCD
Inhalable Particulate Matter	PM_{10}
Light Emitting Diode	LED
Los Angeles County Metropolitan Transportation Authority	METRO
Los Angles Regional Water Quality Control Board	LARWQCB
Methane	CH_4
Metropolitan Water District	MWD
National Pollution Discharge Elimination System	NPDES
Nitrous Oxide	N_2O
Ozone	O_3
Regional Water Quality Control Board	RWQCB
South Coast Air Basin	SCAB
South Coast Air Quality Management District	SCAQMD
Southern California Association of Governments	SCAG
Sulfur Dioxide	SO_2

2. LIST OF PREPARERS

City of Downey – Community Development Department
11111 Brookshire Avenue
Downey, CA 90241

David Blumenthal, Senior Planner
(562) 904-7154

3. BIBLIOGRAPHY

The following documents have been references in preparing this initial study and are incorporated by reference. Copies of the documents are available for review with the project file.

California Building Code, as adopted by the City of Downey
City of Downey. Downey Vision 2025 General Plan
City of Downey. Downey Vision 2025 General Plan EIR.
City of Downey Zoning Code
South Coast Air Quality Management District. SCAQMD Air Quality Significance Thresholds. March 2011
South Coast Air Quality Management District. Rule 403 – Fugitive Dust. June 2005
Tantala Associates. A study of the relationships between digital billboards and traffic safety. August 2010
Virginia Tech Transportation Institute. Driving Performance and Digital Billboards. March 2007

SECTION V. MITIGATION MEASURES

The following is a summary of the mitigation measures contained in this document:

Aesthetics:

AES01: Lighting levels on the digital sign shall not exceed 0.3 foot candles above ambient light from a distance of 250 feet, as measured according to standards of the Outdoor Advertising Association of America (OAAA).

AES02: Brightness shall not exceed 800 nits (candela per square meter) from sunset to sunrise. At all other times, brightness will not exceed 7500 nits.

AES03: Illumination shall be directed such that minimal light spill will occur on either side or the top or bottom of the sign face.

AES04: A light sensor shall be installed with the sign to measure ambient light levels and to adjust light intensity to respond to such conditions. The light sensor adjusts the sign's brightness in order to compete with ambient light. The darker the surrounding ambient light, the less bright the sign is.

AES05: The sign shall not display any moving, flashing, scrolling, fading, brightening or animated text or video.

AES06: Signage shall be controlled remotely and include remote maintenance software.

AES07: LED lighting has a directional nature, and the projected viewing angle values for this sign shall be ± 30° vertically and ± 60° horizontally. Louvers shall be located above each row of lights to prevent light from projecting upward into the sky.

AES08: No sign shall advertise any adult or sexually oriented businesses, tobacco-related products, or other content that contains any obscene or profane language.

Air Quality:

AIR01: The applicant shall comply with all mitigation measures contained in the City of Downey General Plan (Vision 2025) regarding air quality impacts.

AIR02: During construction, the applicant shall comply with all BMP's contained in SCAQMD's Rule 403 for fugitive dust control.

Geology and Soils:

GEO01: The applicant shall follow all recommendations and conclusions contained in the Geotechnical report prepared by RMA Group and dated February 26, 2013

Noise:

NOI01: The sign shall not emit any verbal announcement or noises of any kind.

Transportation/Traffic:

TRA01: The applicant shall obtain all required permits from Caltrans regarding Highway Oriented Signs

TRA02: Signs shall not be placed with illumination that interferes with the effectiveness of or obscures any official traffic sign, device or signal.

TRA03: Signs shall not include or be illuminated by flashing, intermittent or moving lights (except that part necessary to give public service information such as time, date, temperature, weather or similar information).

TRA04: Signs shall not cause beams or rays of light to be directed at the traveled way if such light is of such intensity or brilliance as to cause glare or impair the vision of any driver, or to interfere with any driver's operation of a motor vehicle.

TRA05: Duration of all displays shall be a minimum of four seconds with a one to four second transition time between displays.

SECTION VI. EXHIBITS

EXHIBIT A

View Analysis

Downey

Proposed Sign Site

Neighborhood Points Of View

I-5 south of E Slauson Ave, east line, south face

I-5 south of E Slauson Ave, east line, north face

Neighborhood P.O.V.: Visibility TEST Sites

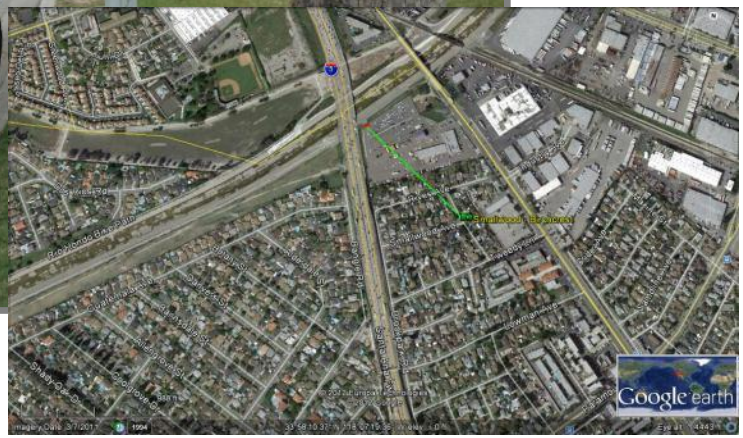
Not Visible

Visible

Neighborhood P.O.V.: Rives 2

Neighborhood P.O.V.: Rives 1

Neighborhood P.O.V.: Smallwood/Birchcrest



Neighborhood P.O.V.: Tweedy/Brookpark - BEFORE

Neighborhood P.O.V.: Tweedy/Brookpark - AFTER

Neighborhood P.O.V.: Lowman/Brookpark

Neighborhood P.O.V.: 8536 Lowman

Neighborhood P.O.V.: 8554 Lowman

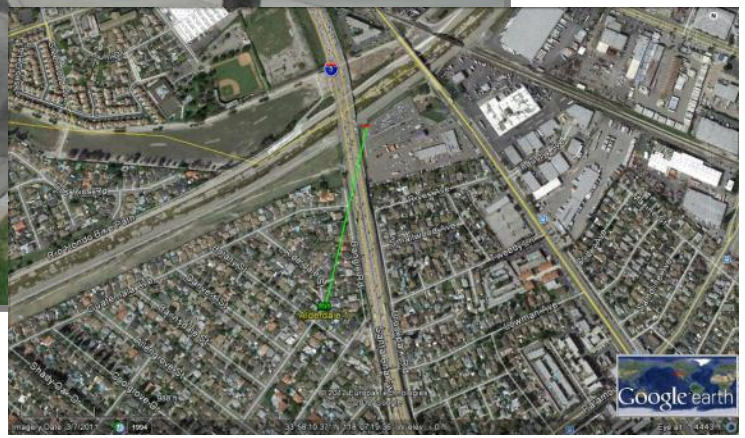
Neighborhood P.O.V.: Lowman 1

Neighborhood P.O.V.: Tweedy/Botany

Neighborhood P.O.V.: Guatemala 1

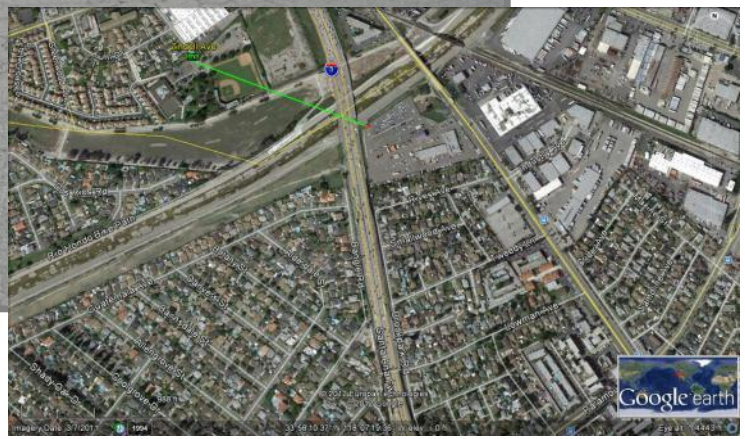
Neighborhood P.O.V.: Guatemala/Alderdale

Neighborhood P.O.V.: Alderdale 1

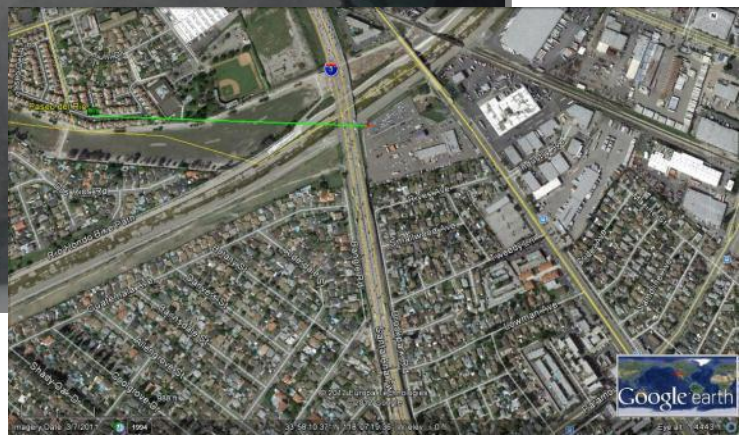


Neighborhood P.O.V.: Telegraph 1

Neighborhood P.O.V.: Zindell Ave



Neighborhood P.O.V.: Paseo Del Rio



Neighborhood P.O.V.: Dos Rios 1

Neighborhood P.O.V.: Bluff 1

Neighborhood P.O.V.: Bairnsdale

Site Analysis

Projected Neighborhood Impacts

Location ID	Rives 2	Rives 1	Smallwood/ Birchcrest	Tweedy/ Brookpark	Lowman/ Brookpark
Location Description	8400 Rives	8546 Rives	7827 Birchcrest	7905 Brookpark	8658 Lowman
SIGN SPECS					
Display Height	14 ft	14 ft	14 ft	14 ft	14 ft
Display Width	48 ft	48 ft	48 ft	48 ft	48 ft
Size of Display	672 sq ft	672 sq ft	672 sq ft	672 sq ft	672 sq ft
HAGL	41 ft	41 ft	41 ft	41 ft	41 ft
Elevation (at foundation)	146 ft	146 ft	146 ft	146 ft	146 ft
POV SITE VARIABLES					
Visible Portion of Sign	0% H 0% W	75% H 75% W	50% H 100% W	50% H 50% W	0% H 0% W
POV Elevation (at ground)	146 ft	137 ft	147 ft	144 ft	141 ft
POV Distance (to center of display)	1003 ft	651 ft	1017 ft	1319 ft	1773 ft
POV Distance (to nearest edge of display)	982 ft	651 ft	1003 ft	1319 ft	1773 ft
POV Angle (from perpendicular at display)	61.4 `	1.1 `	36.2 `	0.5 `	0.4 `
POV SITE PERCEIVED DISPLAY					
Perceived Height of Display	0 ft	10.5 ft	7 ft	7 ft	0 ft
Perceived Width of Display	15.3 ft	47.4 ft	28.7 ft	47.7 ft	47.8 ft
Perceived Visible Area of Display	0 sq ft	498.09 sq ft	200.72 sq ft	334.05 sq ft	0 sq ft
Perceived Visible Area of Display	0%	74%	30%	50%	0%
NIGHT TIME LIGHTING IMPACT					
Industry Guideline	Not Visible	0.04 fc	0.02 fc	0.01 fc	Not Visible

Site Analysis

Projected Neighborhood Impacts

Location ID	8536 Lowman	8554 Lowman	Lowman 1	Tweedy/ Botany	Guatemala 1
Location Description	8536 Lowman	8554 Lowman	8802 Lowman	8730 Tweedy	8603 Guatemala
SIGN SPECS					
Display Height	14 ft	14 ft	14 ft	14 ft	14 ft
Display Width	48 ft	48 ft	48 ft	48 ft	48 ft
Size of Display	672 sq ft	672 sq ft	672 sq ft	672 sq ft	672 sq ft
HAGL	41 ft	41 ft	41 ft	41 ft	41 ft
Elevation (at foundation)	146 ft	146 ft	146 ft	146 ft	146 ft
POV SITE VARIABLES					
Visible Portion of Sign	0% H	0% H	0% H	0% H	100% H
	0% W	0% W	0% W	0% W	100% W
POV Elevation (at ground)	144 ft	144 ft	140 ft	143 ft	143 ft
POV Distance (to center of display)	1796 ft	1774 ft	1983 ft	1620 ft	657 ft
POV Distance (to nearest edge of display)	1784 ft	1764 ft	1980 ft	1614 ft	647 ft
POV Angle (from perpendicular at display)	30.3 `	25.0 `	7.5 `	14.9 `	25.6 `
POV SITE PERCEIVED DISPLAY					
Perceived Height of Display	0 ft	0 ft	0 ft	0 ft	14 ft
Perceived Width of Display	31.8 ft	34.7 ft	44.0 ft	40.1 ft	34.4 ft
Perceived Visible Area of Display	0 sq ft	0 sq ft	0 sq ft	0 sq ft	481.01 sq ft
Perceived Visible Area of Display	0%	0%	0%	0%	72%
NIGHT TIME LIGHTING IMPACT					
Industry Guideline	Not Visible	Not Visible	Not Visible	Not Visible	0.04 fc

Site Analysis

Projected Neighborhood Impacts

Location ID	Guatemala/ Alderdale	Alderdale 1	Telegraph 1	Zindell Ave	Paseo Del Rio
Location Description	8704 Guatemala	7829 Alderdale	behind Super 8 motel	inside Veterans Memorial Park gate	corner of Paseo del Rio and Camino del Sol
SIGN SPECS					
Display Height	14 ft	14 ft	14 ft	14 ft	14 ft
Display Width	48 ft	48 ft	48 ft	48 ft	48 ft
Size of Display	672 sq ft	672 sq ft	672 sq ft	672 sq ft	672 sq ft
HAGL	41 ft	41 ft	41 ft	41 ft	41 ft
Elevation (at foundation)	146 ft	146 ft	146 ft	146 ft	146 ft
POV SITE VARIABLES					
Visible Portion of Sign	100% H 75% W	0% H 0% W	100% H 100% W	100% H 75% W	0% H 0% W
POV Elevation (at ground)	144 ft	142 ft	156 ft	151 ft	143 ft
POV Distance (to center of display)	1099 ft	1360 ft	715 ft	1380 ft	2003 ft
POV Distance (to nearest edge of display)	1081 ft	1352 ft	702 ft	1364 ft	1981 ft
POV Angle (from perpendicular at display)	49.0 `	19.9 `	33.6 `	42.2 `	66.6 `
POV SITE PERCEIVED DISPLAY					
Perceived Height of Display	14 ft	0 ft	14 ft	14 ft	0 ft
Perceived Width of Display	21.9 ft	37.4 ft	30.1 ft	25.503 ft	12.5 ft
Perceived Visible Area of Display	306.09 sq ft	0 sq ft	421.05 sq ft	357.04 sq ft	0 sq ft
Perceived Visible Area of Display	46%	0%	63%	53%	0%
NIGHT TIME LIGHTING IMPACT					
Industry Guideline	0.02 fc	Not Visible	0.04 fc	0.01 fc	Not Visible

Site Analysis

Projected Neighborhood Impacts

Location ID	Dos Rios 1 SF	Dos Rios 1 NF	Bluff 1	Bairnsdale
Location Description	6404 Dos Rios	6404 Dos Rios	end of Bluff at edge of park	end of Bairnsdale at edge of park
SIGN SPECS				
Display Height	14 ft	14 ft	14 ft	14 ft
Display Width	48 ft	48 ft	48 ft	48 ft
Size of Display	672 sq ft	672 sq ft	672 sq ft	672 sq ft
HAGL	41 ft	41 ft	41 ft	41 ft
Elevation (at foundation)	146 ft	146 ft	146 ft	146 ft
POV SITE VARIABLES				
Visible Portion of Sign	0% H	0% H	100% H	100% H
	0% W	0% W	100% W	100% W
POV Elevation (at ground)	143 ft	143 ft	142 ft	142 ft
POV Distance (to center of display)	1510.5 ft	1510.5 ft	1940 ft	2177 ft
POV Distance (to nearest edge of display)	1487 ft	1487 ft	1917 ft	2154 ft
POV Angle (from perpendicular at display)	78.4 `	78.4 `	73.504 `	73.5 `
POV SITE PERCEIVED DISPLAY				
Perceived Height of Display	0 ft	0 ft	14 ft	14 ft
Perceived Width of Display	6.2 ft	6.2 ft	8.8 ft	8.8039 ft
Perceived Visible Area of Display	0 sq ft	0 sq ft	123.17 sq ft	123.26 sq ft
Perceived Visible Area of Display	0%	0%	18%	18%
NIGHT TIME LIGHTING IMPACT				
Industry Guideline	Not Visible	Not Visible	0.00 fc	0.00 fc

EXHIBIT B

Geotechnical Report

RMA Group
Every Project Matters | www.rmacompanies.com

GEOTECHNICAL CONSULTANTS

GEOTECHNICAL INVESTIGATION
FOR
PROPOSED ELECTRONIC BILLBOARD
7878 TELEGRAPH ROAD
DOWNEY, CA

for

All Vision, LLC
420 Lexington Avenue, Suite 1601
New York, NY

February 26, 2013

13-081-0

RMA Group
Every Project Matters | www.rmacompanies.com

GEOTECHNICAL CONSULTANTS

February 26, 2013

All Vision, LLC
420 Lexington Avenue, Suite 1601
New York, NY

Attention: Mr. James Manfredi

Subject: Geotechnical Engineering Investigation
Proposed Electronic Billboard
7878 Telegraph Road
Downey, CA

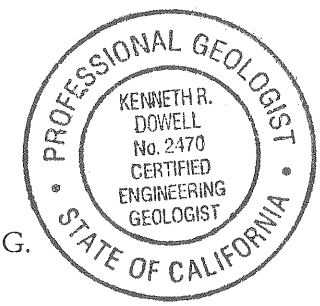
Ladies and Gentlemen:

In accordance with your request, a geotechnical investigation has been completed for the above-referenced site. The report addresses both engineering geologic and geotechnical conditions. The results of the investigation are presented in the accompanying report, which includes a description of site conditions, results of our field exploration and laboratory testing, conclusions and recommendations.

We appreciate this opportunity to be of continued service to you. If you have any questions regarding this report, please do not hesitate to contact us at your convenience.

Respectfully submitted,

RMA Group



Kenneth Dowell, P.G., C.E.G.
Project Geologist
CEG 2470

Slawek Dymerski, P.E., G.E.
Vice President
GE 2764

TABLE OF CONTENTS

1.00 INTRODUCTION

1.01 Purpose

A geotechnical investigation has been completed for the proposed digital electronic billboard at the Metro Station, located in Downey, California. The purpose of the investigation was to summarize geotechnical and geologic conditions at the site, to assess their potential impact on the proposed development, and to develop geotechnical and engineering geologic design parameters.

1.02 Scope of the Investigation

The general scope of this investigation included the following:

- Review of published and unpublished geologic, seismic, ground water and geotechnical literature.
- Examination of topographic maps and satellite imagery.
- Contacting of underground service alert to locate utility lines
- Logging, sampling and backfilling of 1 exploratory borings drilled with a hollow stem auger drill rig.
- Laboratory testing of representative soil samples.
- Geotechnical evaluation of the compiled data.
- Preparation of this report presenting our findings, conclusions and recommendations.

Our scope of work did not include a preliminary site assessment for the potential of hazardous materials onsite.

1.03 Site Location and Description

The site is located at the Metro Bus Station located at 7878 Telegraph Road in the City of Downey, California. Its geography position is longitude -118.1224° and latitude 33.9714°. The proposed digital electronic billboard will be located in the northwest corner of the existing parking lot. The approximate location of the site is illustrated on the accompanying Boring Location Map (Figure 4).

Topographically, the property is essentially planar, sloping gently to the south at about a 1 to 2 percent grade. Elevations in the area of the planned digital electronic billboard are approximately 144 feet above sea level.

1.04 Current Land Usage

The site is currently being used as a parking lot for the Downey Metro Bus Station.

1.05 Planned Usage

It is our understanding that the proposed development will consist of a digital sign supported on a friction pile foundation.

Our investigation was performed prior to the preparation of foundation plans. To aid in preparation of this report we consulted with John Weaver, PE of RMG Outdoor Inc., the foundation design engineer:

- Total base shear (wind): 21 kips

- Total moment (at grade – majority wind, small amount dead load) : 950 kip-ft
- Total vertical dead load: 50 kips
- Torsional Moment about center line axis of column (wind): 180 kip-ft

1.06 Investigation Methods

Our investigation consisted of office research, field exploration, laboratory testing, review of the compiled data, and preparation of this report. It has been preformed in a manner consistent with generally accepted engineering and geologic principles and practices, and has incorporated codes, ordinances, regulations and laws that, in our professional opinion, are applicable. Definitions of technical terms and symbols used in this report include those of the ASTM International, the California Building Code, and commonly used geologic nomenclature.

Technical supporting data are presented in the attached appendices. Appendix A contains a description of the methods and equipment used in performing the field exploration and logs of our subsurface exploration. Appendix B contains a description of our laboratory testing and the test results.

2.00 FINDINGS

2.01 Geologic Setting

The site is located in the Los Angeles Basin, a deep sediment filled basin. Sediments in the basin originated as outwash from the mountainous terrain that surrounds the basin. The site is located along the banks of the San Gabriel River which has been channelized for flood control purposes.

A regional geologic map of the area is presented as Figure 2.

2.02 Earth Materials

Our subsurface investigation and review of geologic literature revealed that the site is underlain by alluvium.

The alluvium was found to consist of medium dense sand and silty sands extending to depths of 12.5 feet. A soft layer of clayey silt was encountered between 12.5 and 15 feet, becoming stiff below 15 feet. Below 17.5 feet to the depths explored, the alluvium consists of dense sands.

The above materials are described in greater detail on the logs contained in Appendix A.

2.03 Surface and Ground Water Conditions

Ground water was not encountered during our subsurface exploration, which extended to a maximum depth of 30.0 feet. According to records published by the Los Angeles County Department of Public works, there is an active well located approximately 400 feet west of the site. The active well is identified as 1583W, is located at elevation 141MSL, and was last measured on June 7, 2011. The depth to groundwater at that time, was 94.5 feet below the existing ground surface. Historic records dating back to 1956 indicate the shallowest groundwater reading was on 3-31-1994 when the groundwater was 47 feet below the existing ground surface. The deepest groundwater was 142 feet on 8-11-1956.

2.04 Faults

The site is not located within the boundaries of an Alquist-Priolo Earthquake Fault Zone for fault-rupture hazard. No know faults are mapped through the site. The nearest regional fault is the Whittier fault located about 4 miles to the northeast.

The accompanying Fault and Earthquake Epicenter Map (Figure 3) illustrates the location of the site with respect to major faults in the region. The distance to notable faults within 100 kilometers of the site is presented on Table 1.

2.05 Seismicity

The site is located in a seismically active area, as is the case throughout Southern California. At this time it is not possible to state with certainty when and where future large magnitude earthquakes will occur, or what the magnitude and intensity of these events will be. Strong earthquakes that have occurred in this region in historic time are summarized in Table 2.

The nearest of these historic earthquakes was the magnitude 5.9 Whittier Narrows Earthquake of 1987. It was epicentered approximately 7 miles north of the site.

2.06 Flooding Potential

According to the Los Angeles County Department of Regional Planning, the site does lie within the boundaries of 100- and 500-year flood zones. Control of surface runoff originating from within and outside of the site should, of course, be included in design of the project.

2.07 Landslides

There are no landslide hazards at the site of the proposed construction.

3.00 CONCLUSIONS AND RECOMMENDATIONS

3.01 General Conclusion

Based on specific data and information contained in this report, our understanding of the project and our general experience in engineering geology and geotechnical engineering, it is our professional judgment that the proposed development is geologically and geotechnically feasible. This is provided that the recommendations presented below are fully implemented during design, grading and construction.

3.02 Faulting

Since the site is not located within the boundaries of an Earthquake Fault Zone and no faults are known to pass through the property, surface fault rupture within the site is considered unlikely.

3.03 Seismic Design Parameters

Solutions for the general design procedure (ASCE7-05 Section 11.4 – CBC 1613A) are as follows:

Seismic Parameters
ASCE7-05 Section 11.4, CBC – Section 1613A

Site Location:	Latitude = 34.9714 Longitude = -118.1224
Site Class:	Site class = D Soil profile name = Stiff soil profile
Mapped spectral acceleration parameters (Site Class B):	S_s (0.2 second period) = 1.706g S_1 (1-second period) = 0.604g
Site Coefficients (Site Class D):	F_a = 1.0 F_v = 1.0
Maximum considered earthquake spectral response accelerations (Site Class D):	S_{MS} (short, 0.2 second period) = 1.706g S_{M1} (1-second period) = 0.906g
Design Spectral Response Acceleration Parameters (Site Class D):	S_{DS} (short, 0.2 second period) = 1.138g S_{D1} (1-second period) = 0.604g

3.04 Liquefaction and Secondary Earthquake Hazards

Potential secondary seismic hazards that can affect land development projects include liquefaction, tsunamis, seiches, seismically induced settlement, seismically induced flooding and seismically induced landsliding.

Liquefaction

Liquefaction is a phenomenon where earthquake induced ground vibrations increase the pore pressure in saturated, granular soils until it is equal to the confining, overburden pressure. When this occurs, the soil can completely loose its shear strength and enter a liquefied state. The possibility of liquefaction is dependent upon grain size, relative density, confining pressure, saturation of the soils, strength of the ground motion and duration of ground shaking. In order for liquefaction to occur three criteria must be met: underlying loose, coarse-grained (sandy) soils, a groundwater depth of less than about 50 feet and a nearby large magnitude earthquake.

According to the California Geological Survey Seismic Hazard Zone Map for the Whittier (1999) and, the site is located within a potential liquefaction hazard zone. Liquefaction analysis is not required for non habitable structures unless specifically requested by the client. In consideration of the depth to groundwater, the potential for liquefaction is considered unlikely.

Tsunamis and Seiches

Tsunamis are sea waves that are generated in response to large magnitude earthquakes. When these waves reach shorelines, they sometimes produce coastal flooding. Seiches are the oscillation of large bodies of standing water, such as lakes, that can occur in response to ground shaking. Tsunamis and seiches do not pose hazards due to the inland location of the site and lack of nearby bodies of standing water.

Seismically Induced Flooding

According to County of Los Angeles General Plan, the site is located within potential dam inundation areas in the event of failure of multiple dam sites located in the foothills of the San Gabriel Mountains. However,

since these dams are located more than 15 miles for the site, there would be considerable spreading of flood water on the floor of the Los Angeles Basin before flood water would reach the site.

Seismically Induced Landsliding

According to the California Geological Survey Seismic Hazard Zone Map for the Whittier Quadrangle, the site is not within a potential earthquake-induced landslide hazard zone. Due to the low gradient of the site seismically induced landsliding is nil.

Lurching

Lurching is cracking and fissuring that occurs during earthquakes not associated with fault rupture. It occurs most frequently in areas underlain by loose, granular soils and high ground water or in close proximity of faults. Since the ground water depth is greater than 90 feet and the nearest fault is located about 5 miles to the northeast, the potential for lurching at the site is low.

3.06 Foundations

Proposed digital electronic sign may be supported drilled cast in place piles.

A drilled cast in-place concrete friction pile foundation is planned to support the digital electronic sign. The allowable lateral bearing pressure to be utilized for design purposes should be 200 psf/ft. The upper two feet of soil should be neglected for lateral resistance determination. These values may be increased by one-third when designing for lateral forces of short duration. The coefficient of friction between concrete and soil is 0.35.

The actual required depths should be field verified by the project soil engineer or his representative during construction.

3.07 Cement Type and Corrosion Potential

Soluble sulfate tests indicate that concrete at the subject site will have a negligible exposure to water soluble sulfate and chloride in the soil. Our recommendations for concrete exposed to sulfate-containing soils are presented below.

RECOMMENDATIONS FOR CONCRETE EXPOSED TO SULFATE CONTAINING SOILS

Sulfate exposure	Water soluble sulfate(SO_4) in soil (% by wgt)	Sulfate (SO_4) in water (ppm)	Cement type	Maximum water-cement ratio by weight	Minimum compressive strength (psi)
Negligible	0.00 - 0.10	0-150	--	--	--
Moderate	0.10 - 0.20	150-1,500	II, IP(MS), IS(MS)	0.50	4,000
Severe	0.20 - 2.00	1,500-10,000	V	0.45	4,500
Very Severe	Over 2.00	Over 10,000	V plus pozzolan	0.45	4,500

3.08 Utility Trench Backfill

The on-site soils will not be suitable for use as pipe bedding for buried utilities. All pipes should be bedded in a sand, gravel or crushed aggregate imported material complying with the requirements of the Standard Specifications for Public Works Construction Section 306-1.2.1. Crushed rock products that do not contain appreciable fines should not be utilized as pipe bedding and/or backfill. Bedding materials should be densified to at least 90% relative compaction (ASTM D1557) by mechanical methods the geotechnical consultant should review and approve of proposed bedding materials prior to use.

Cal/OSHA construction safety orders should be observed during all underground work.

3.09 Plan Review

Once a formal foundation plans are prepared for the subject property, this office should review the plans from a geotechnical viewpoint, comment on changes from the plan used during preparation of this report and revise the recommendations of this report where necessary.

3.10 Geotechnical Observation and Testing During Construction

The geotechnical engineer should be contacted to provide observation during the following pile foundation excavation.

3.11 Post-Grading Geotechnical Observation and Testing

After the drilling of piles the geotechnical engineer should be contacted to provide additional observation and testing during the following construction activities:

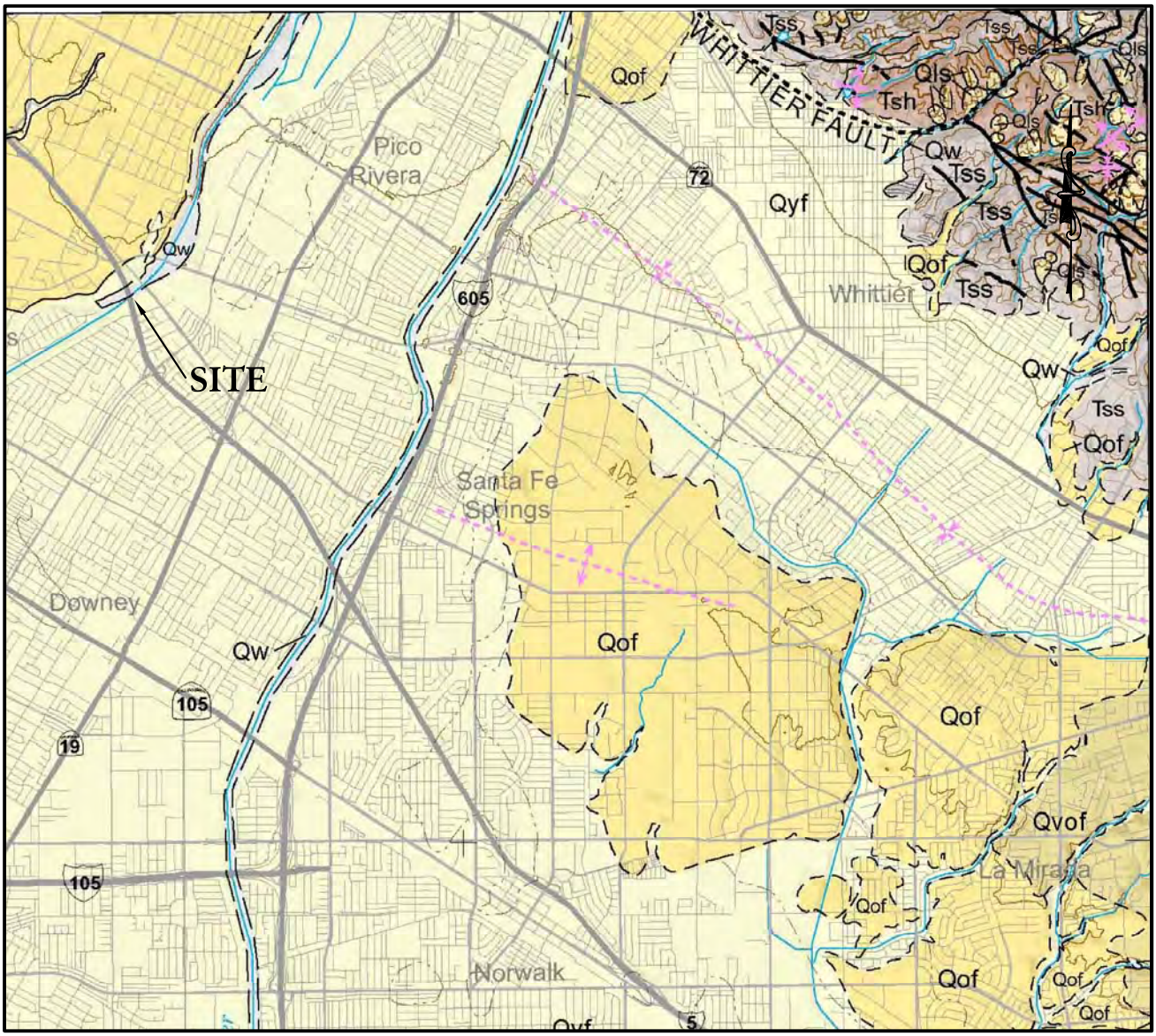
- During all trenching and backfilling operations of buried improvements and utilities to verify proper backfill and compaction of the utility trenches.
- During fine or precise grading involving the placement of any fills underlying driveways, sidewalks, walkways, or other miscellaneous concrete flatwork to verify proper placement, mixing and compaction of fills.
- When any unusual conditions are encountered during construction.

4.00 CLOSURE

The findings, conclusions and recommendations in this report were prepared in accordance with generally accepted engineering and geologic principles and practices. No other warranty, either express or implied, is made. This report has been prepared for All Vision, LLC to be used solely for design purposes. Anyone using this report for any other purpose must draw their own conclusions regarding required construction procedures and subsurface conditions.

The geotechnical and geologic consultant should be retained during the earthwork and foundation phases of construction to monitor compliance with the design concepts and recommendations, and to provide additional recommendations as needed. Should subsurface conditions be encountered during construction that are different from those described in this report, this office should be notified immediately so that our recommendations may be re-evaluated.

FIGURES AND TABLES



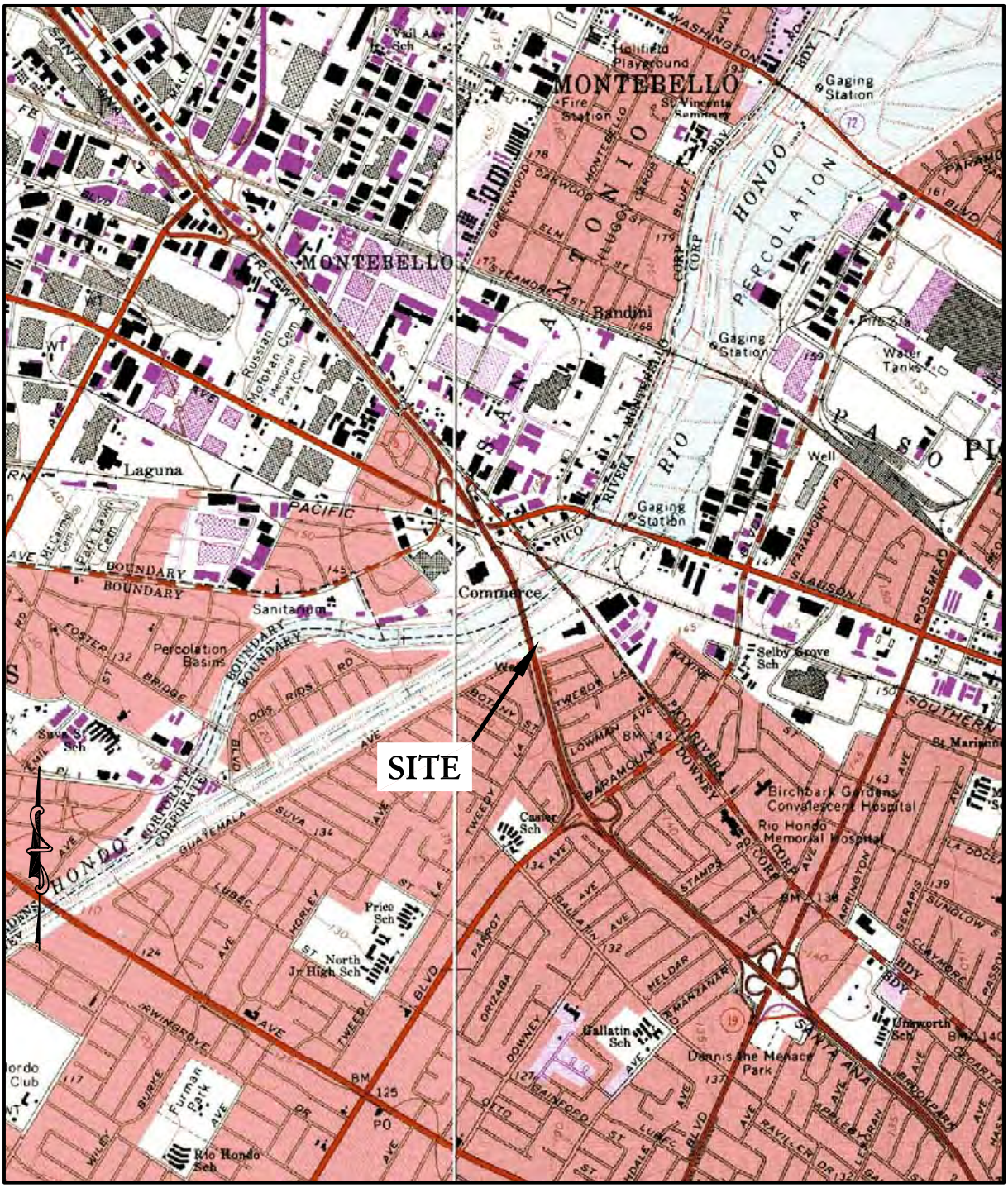
REGIONAL GEOLOGIC MAP

Scale: 1" ~ 6,000'

Partial Legend

Qw - Alluvial wash deposits (latest Holocene)
Qyf5 Young alluvial fany deposits (latest Holocene)
Qof - Old alluvial fan deposits (Late to mid Pleistocene)

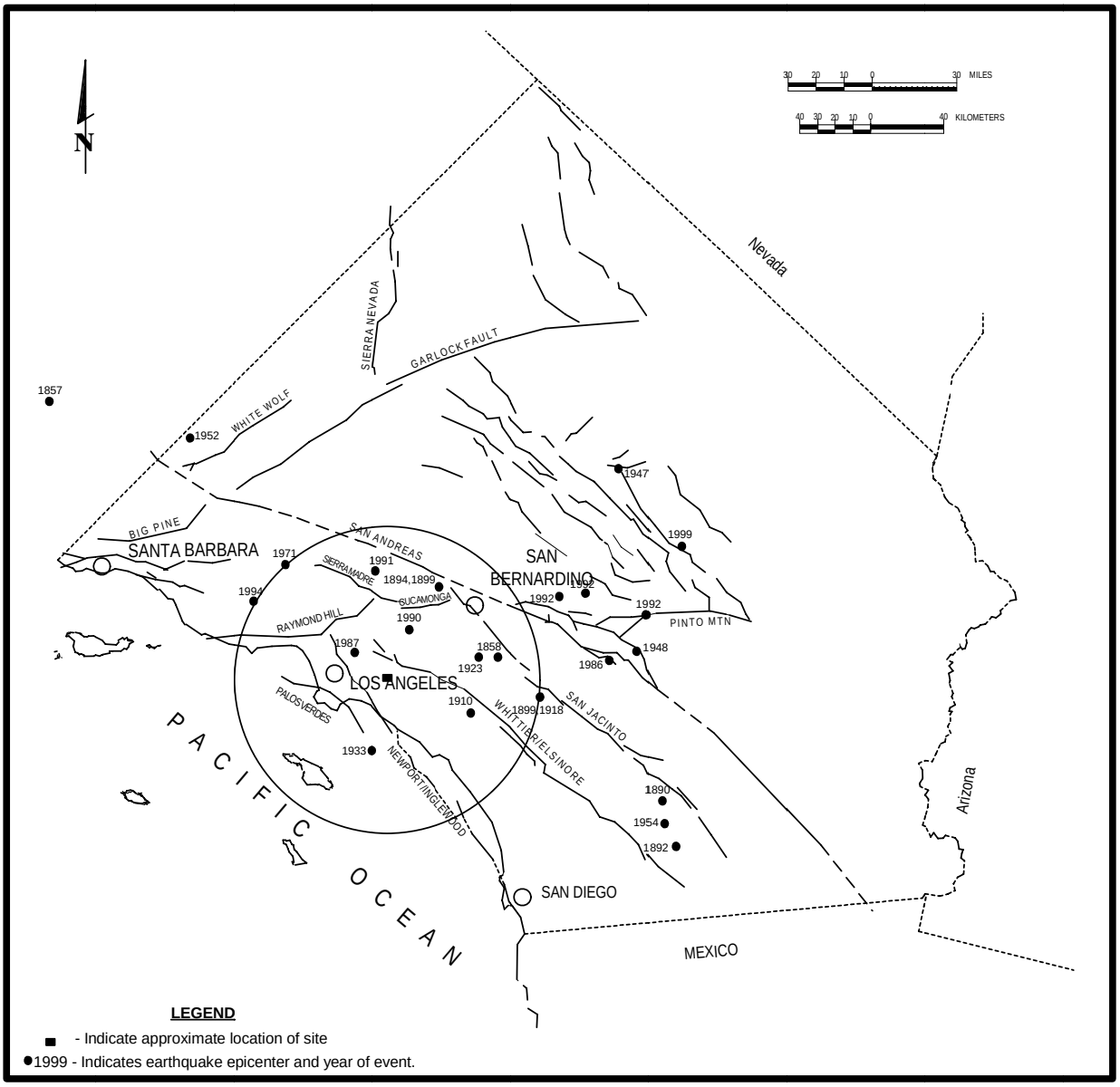
Source: California Geological Survey, 2010, Special Report 217



SITE LOCATION MAP

Scale: 1" = 2,000'

Base Map: U.S. Geolgocial Survey 7.5' Whittier and South Gate Quadrangles



FAULT AND EARTHQUAKE EPICENTER MAP

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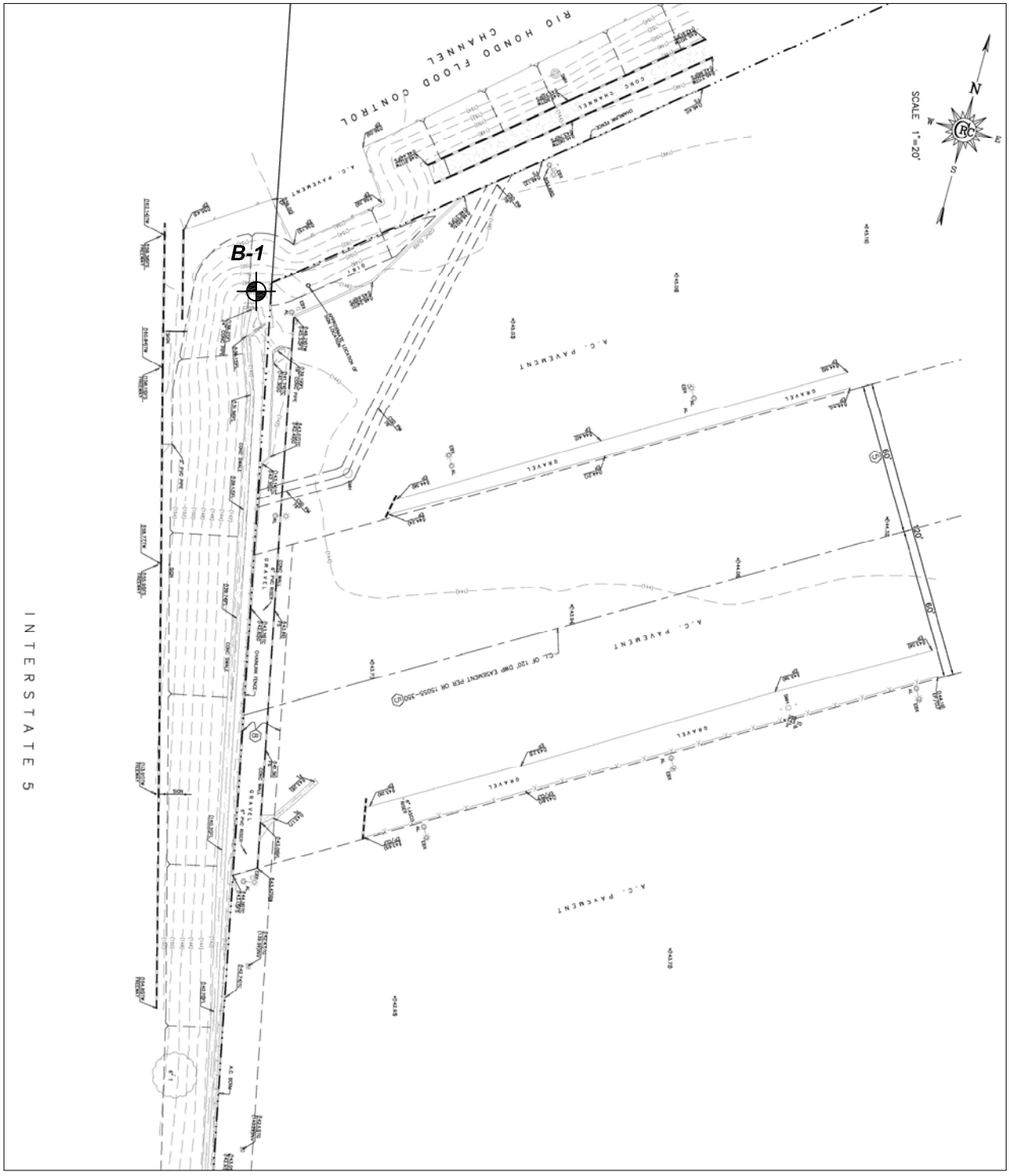
GEOTECHNICAL CONSULTANTS



Scale: 1"=60'

LEGEND

B-N - Boring Location

Base map provided by All Vision, LLC

BORING LOCATION MAP

New Billboard at 7878 Telegraph Road
All Vision, LLC

RMA No.: 13-081-01
Figure 4

NOTABLE FAULTS WITHIN 100 KILOMETERS AND SEISMIC DATA

Fault Zone & geometry	Distance (km)	Distance (mi.)	Maximum Moment Magnitude	Slip Rate (mm/yr)
Anacapa-Dume (r-ll-o)	53	33	7.5	3.0
Chino-Central Ave. (rl-r-o)	35	22	6.7	1.0
Clamshell-Sawpit (r)	26	16	6.5	0.5
Cleghorn (ll-ss)	72	45	6.5	3.0
Cucamonga (r)	40	25	6.9	5.0
Elsinore - Glen Ivy (rl-ss)	47	29	6.8	5.0
Upper Elysian Park (r)	10	6	6.4	1.3
Hollywood (ll-r-o)	19	12	6.4	1.0
Holser (r)	61	38	6.5	0.4
Malibu Coast (ll-r-o)	38	24	6.7	0.3
Newport-Inglewood (rl-ss)	15	9	6.9	1.5
Northridge (r)	39	24	7	1.5
Oak Ridge - onshore (r)	70	43	7.0	4.0
Palos Verde (rl-ss)	27	17	7.3	3.0
Puente Hills Blind Thrust (r)	17	11	7.1	0.7
Raymond (ll-r-o)	18	11	6.5	1.5
San Andreas - San Bernardino (rl-ss)	66	41	7.5	24.0
San Andreas - Mojave (rl-ss)	58	36	7.4	30.0
San Cayetano (r)	43	27	7.0	6.0
San Gabriel (rl-ss)	41	25	7.2	1.0
San Jacinto - San Bernardino (rl-ss)	64	40	6.7	12.0
San Jose (ll-r-o)	24	15	6.4	0.5
Santa Monica (ll-r-o)	29	18	6.6	1.0
Santa Susana (r)	52	32	6.7	5.0
Santa Ynez (ll-ss)	98	61	7.1	2.0
Sierra Madre (r)	23	14	7.2	2.0
Simi-Santa Rosa (ll-r-o)	72	45	7	1.0
Verdugo (r)	18	11	6.9	0.5
Whittier (rl-ss)	7	4	6.8	2.5

Notes:

Fault geometry - (ss) strike slip, (r) reverse, (n) normal, (rl) right lateral, (ll) left lateral, (o)

Fault and Seismic Data - California Geological Survey (Cao), 2003

HISTORIC STRONG EARTHQUAKES IN SOUTHERN CALIFORNIA SINCE 1812

Date	Event	Causitive Fault	Magnitude	Epicentral Distance (miles)
Dec. 12, 1812	Wrightwood	San Andreas?	7.3	32
Jan. 9, 1857	Fort Tejon	San Andreas	7.9	221
Dec. 16, 1858	San Bernardino Area	uncertain	6.0	49
Feb. 9,1890	San Jacinto	uncertain	6.3	114
May 28, 1892	San Jacinto	uncertain	6.3	114
July 30, 1894	Lytle Creek	uncertain	6.0	38
July 22, 1899	Cajon Pass	uncertain	6.4	43
Dec.25, 1899	San Jacinto	San Jacinto	6.7	67
Sept. 20, 1907	San Bernardino Area	uncertain	5.3	67
May 15, 1910	Elsinore	Elsinore	6.0	47
April 21, 1918	Hemet	San Jacinto	6.8	68
July 23, 1923	San Bernardino	San Jacinto	6.0	49
March 11, 1933	Long Beach	Newport-Inglewood	6.4	20
April 10, 1947	Manix	Manix	6.4	116
Dec. 4, 1948	Desert Hot Springs	San Andreas or Banning	6.5	103
July 21, 1952	Wheeler Ridge	White Wolf	7.3	89
Feb. 9, 1971	San Fernando	San Fernando	6.6	35
July 8, 1986	North Palm Springs	Banning or Garnet Hills	5.6	89
Oct. 1, 1987	Whittier Narrows	Puente Hills Thrust	6.0	7
Feb. 28, 1990	Upland	San Jose	5.5	27
June 28, 1991	Sierra Madre	Clamshell Sawpit	5.8	22
April 22, 1992	Joshua Tree	Eureka Peak	6.1	107
June 28, 1992	Landers	Johnson Valley & others	7.3	101
June 28, 1992	Big Bear	uncertain	6.5	77
Jan. 17, 1994	Northridge	Northridge Thrust	6.7	30
Oct. 16, 1999	Hector Mine	Lavic Lake	7.1	118

Notes:

Earthquake data: U.S. Geological Survey P.P. 1515 & online data, Southern California Earthquake Center & California Geological Survey online data

Magnitudes prior to 1932 are estimated from intensity.

Magnitudes after 1932 are moment, local or surface wave magnitudes.

Site Location:

Longitude: 118.1224

Latitude: 33.9714

APPENDIX A

FIELD INVESTIGATION

APPENDIX A

FIELD INVESTIGATION

A-1.00 FIELD EXPLORATION

A-1.01 Number of Borings

Our subsurface investigation consisted of 1 boring.

A-1.02 Location of Borings

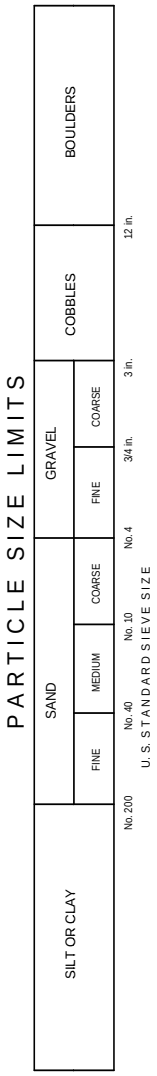
The exploratory boring was located by using cultural features depicted on a site survey prepared by CRC Enterprises and provided to us by the client. The boring location should be considered accurate only to the scale and detail of the plan utilized.

A Boring Location Map showing the approximate locations of the borings is presented as Figure 1.

A-1.03 Boring Logging

A Log of borings was prepared by one of our staff and are attached in this appendix. The log contains factual information and interpretation of subsurface conditions between samples. The stratum indicated on these logs represents the approximate boundary between earth units and the transition may be gradual. The logs show subsurface conditions at the dates and locations indicated, and may not be representative of subsurface conditions at other locations and times.

Identification of the soils encountered during the subsurface exploration was made using the field identification procedure of the Unified Soils Classification System (ASTM D2488). A legend indicating the symbols and definitions used in this classification system and a legend defining the terms used in describing the relative compaction, consistency or firmness of the soil are attached in this appendix. A bag sample of the alluvium was obtained for laboratory inspection and testing, and the in-place density of the various strata encountered in the exploration was determined



MAJOR DIVISIONS			GROUP SYMBOLS	TYPICAL NAMES
COARSE GRAINED SOILS (More than 50% of material is LARGER than No. 200 sieve size)	GRAVELS (More than 50% of coarse fraction is LARGER than the No. 4 sieve size.	CLEAN GRAVELS (Little or no fines)	GW	Well graded gravel, gravel-sand mixtures. little or no fines.
			GP	Poorly graded gravel or gravel-sand mixtures, little or no fines.
		GRAVELS WITH FINES (Appreciable amt. of fines)	GM	Silty gravels, gravel-sand-silt mixtures.
			GC	Clayey gravels, gravel-sand-clay mixtures.
	SANDS (More than 50% of coarse fraction is SMALLER than the No. 4 sieve size)	CLEAN SANDS (Little or no fines)	SW	Well graded sands, gravelly sands, little or no fines.
			SP	Poorly graded sands or gravelly sands, little or no fines.
		SANDS WITH FINES (Appreciable amount of fines)	SM	Silty sands, sand-silt mixtures.
			SC	Clayey sands, sand-clay mixtures.
FINE GRAINED SOILS (More than 50% of material is SMALLER than No. 200 sieve size)	SILTS AND CLAYS (Liquid limit LESS than 50)		ML	Inorganic silts and very fine sands, rock flour silty or clayey fine sands or clayey silts with slight plasticity
			CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays.
			OL	Organic silts and organic silty clays of low plasticity.
	SILTS AND CLAYS (Liquid limit GREATER than 50)		MH	Inorganic silts, micaceous or diatamaceous fine sandy or silty soils, elastic silts.
			CH	Inorganic clays of high plasticity, fat clays.
			OH	Organic clays of medium to high plasticity, organic silts.
HIGHLY ORGANIC SOILS			Pt	Peat and other highly organic soils.

BOUNDARY CLASSIFICATIONS: Soils possessing characteristics of two groups are designated by combinations of group symbols.

UNIFIED SOIL CLASSIFICATION SYSTEM

I. SOIL STRENGTH/DENSITY

BASED ON STANDARD PENETRATION TESTS

Compactness of sand		Consistency of clay	
Penetration Resistance N (blows/Ft)	Compactness	Penetration Resistance N (blows/ft)	Consistency
0-4	Very Loose	< 2	Very Soft
4-10	Loose	2-4	Soft
10-30	Medium Dense	4-8	Medium Stiff
30-50	Dense	8-15	Stiff
> 50	Very Dense	15-30	Very Stiff
		> 30	Hard

N = Number of blows of 140 lb. weight falling 30 in. to drive 2-in OD sampler 1 ft.

BASED ON RELATIVE COMPACTION

Compactness of sand		Consistency of clay	
% Compaction	Compactness	% Compaction	Consistency
< 75	Loose	< 80	Soft
75-83	Medium Dense	80-85	Medium Stiff
83-90	Dense	85-90	Stiff
> 90	Very Dense	> 90	Very Stiff

II. SOIL MOISTURE

Moisture of sands		Moisture of clays	
% Moisture	Description	% Moisture	Description
< 5%	Dry	< 12%	Dry
5-12%	Moist	12-20%	Moist
> 12%	Very Moist	> 20%	Very Moist, wet

SOIL DESCRIPTION LEGEND

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Exploratory Boring Log

Boring No. B-1
Sheet 1 of 1

Date Drilled:	2/8/2013	Drilling Equipment:	Hollow stem auger
Logged By:	CF	Boring Hole Diameter:	8"
Location:	See Boring Location Map	Drive Weights:	140 lbs.
		Drop:	30"

Depth (ft)	Sample Type	Blows (blows/ft)	Bulk Sample	Moisture Content (%)	Dry Density (pcf)	USCS	Graphic Symbol	Material Description
								This log contains factual information and interpretation of the subsurface conditions between the samples. The stratum indicated on this log represent the approximate boundary between earth units and the transition may be gradual. The log show subsurface conditions at the date and location indicated, and may not be representative of subsurface conditions at other locations and times.
	S	16		8.6		SM		ALLUVIUM: (Qal) @2.5' Brown siltySAND (Moist, medium dens e)
5	R	15		3.8	107.1	SP/SM		@5' Brown medium to coarse SAND with gravel (Moist, medium dens e)
	S	5		11.0		SM		@7.5' Gray/Brown silty SAND with gravel (Moist, lo ose)
10	R	19		7.9	91.9	SP/SM		@10' Gray/brown SAND (Moist, medium dens e)
	S	3		17.3		ML		@12.5' Mottled orange brown rusty clayey SILT (Moist , soft)
15	R	21		31.0	89.2	ML/ CL		@15' Mottled orange brown rusty clayey SILT to silty CLAY (Moist, stiff)
	S	25		17.4		SP		@17.5' Gray SAND (Moist, de nse)
20	R	80		4.7	101.7			@20' Gray SAND (Moist, den se)
	S	20		3.1				@22.5' Gray SAND (Moist, de nse)
25	R	70		5.2	97.1			@25' Gray SAND (Moist, den se)
	S	27		13.3				@27.5' Gray SAND (Moist, de nse)
30	R	28						@30' Gray SAND (Moist, den se) Total depth 30' No ground water encountered No cav ing

Sample Types:

R - Ring Sample - Bulk Sample - Groundwater

T - Tube Sample S - SPT Sample - End of Boring

APPENDIX B

LABORATORY TESTS

APPENDIX B

LABORATORY TESTS

B-1.00 LABORATORY TESTS

B-1.01 Maximum Density

Maximum density - optimum moisture relationships for the major soil types encountered during the field exploration were performed in the laboratory using the standard procedures of ASTM D1557.

B-1.02 Soluble Sulfates and Chlorides

Test was performed on representative sample encountered during the investigation using the ASTM D4327 procedure.

B-1.03 Soil Reactivity (pH) and Electrical Conductivity (Ec)

Representative soil samples were tested for soil reactivity (pH) and electrical conductivity (Ec) using California Test Method S3.0 and S5.0.

The pH measurement determines the degree of acidity or alkalinity in the soil materials and is useful in determining the solubility of soil minerals and assessing the viability of the soil-plant environment.

The Ec is a measure of the electrical resistivity and is expressed as the reciprocal of the resistivity. The soluble salt content can be roughly estimated from this value.

B-1.04 Direct Shear

A Direct shear tests were performed on a representative sample of the alluvium encountered in the test hole using the standard test method of ASTM D3080 (consolidated and drained). Tests were performed on undisturbed samples.

Shear tests were performed on a direct shear machine of the strain-controlled type. To simulate possible adverse field conditions, the samples were saturated prior to shearing. The sample was sheared at varying normal loads and the results plotted to establish the angle of the internal friction and cohesion of the tested samples.

B-1.05 Moisture Determination

Moisture content of the soil samples was performed in accordance to standard method for determination of water content of soil by drying oven, ASTM D2216. The mass of material remaining after oven drying is used as the mass of the solid particles.

B-1.06 Density by Thin-Walled Tube Samples

Soil samples were obtained by using a thin-walled tube in accordance to standard method of ASTM D1587. In-place densities of undisturbed soil samples were determined in accordance to standard method of ASTM D2937.

B-1.07Test Results

Test results for all laboratory tests performed on the subject project are presented in this appendix.

SAMPLE INFORMATION

Sample Number	Sample Description	Sample Location	
		Boring No.	Depth (ft)
1	Brown silty sand	1	0-5

MAXIMUM DENSITY - OPTIMUM MOISTURE

Test Method: ASTM D1557

Sample Number	Optimum Moisture (Percent)	Maximum Density (lbs/ft^3)
1	9.0	130.0

SOLUBLE SULFATES AND CHLORIDES

(Test Method: ASTM D4327)

Sample Number	Soluble Sulfate (ppm)	Chloride (ppm)
1	35	5.9

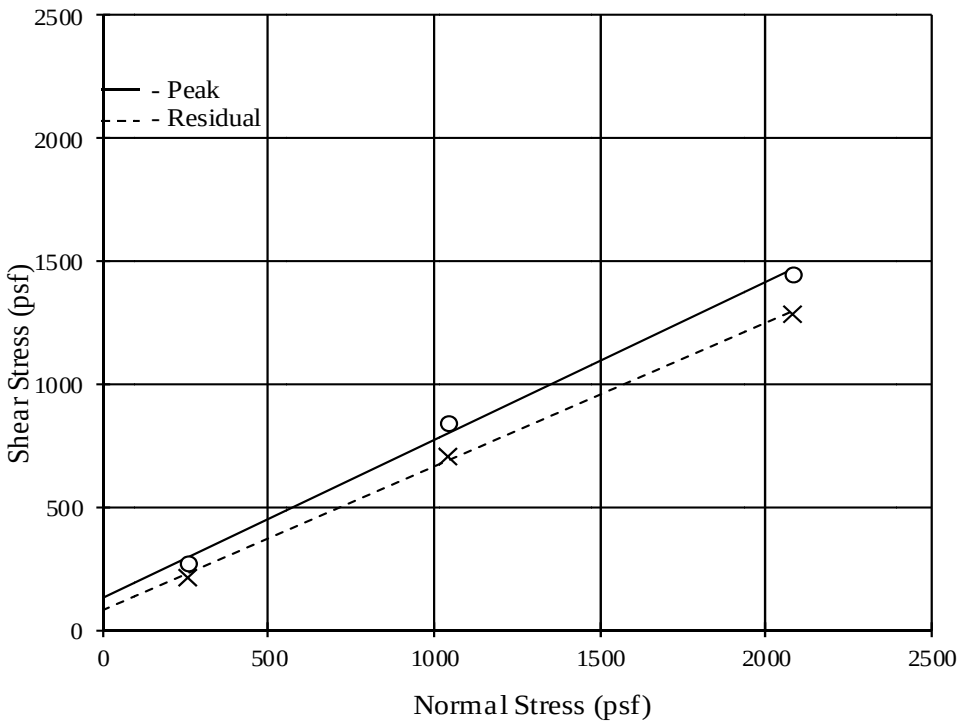
DIRECT SHEAR TEST
ASTM D3080

Location: B-1 @ 20 ft

Density (pcf) =	101.7
Initial Moisture Content (%) =	4.7
Final Moisture Content (%) =	15.2

Normal Pressure	Peak Shear Resist	Residual Shear Resist
260	276	216
1040	840	708
2080	1452	1284

	Peak	Residual
Cohesion (psf) =	130	80
Friction Angle (deg) =	33	30



APPENDIX C

REFERENCES

APPENDIX C

REFERENCES

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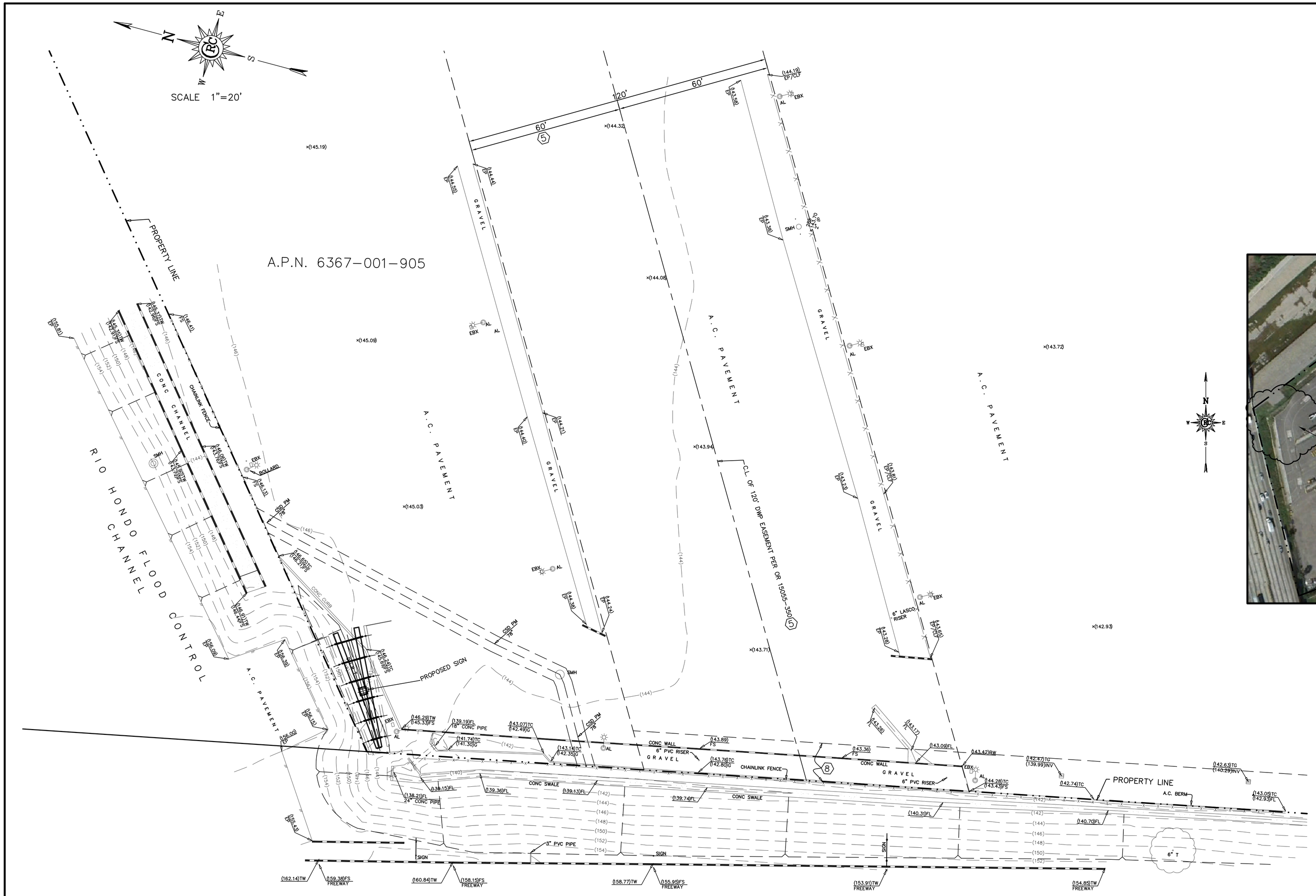
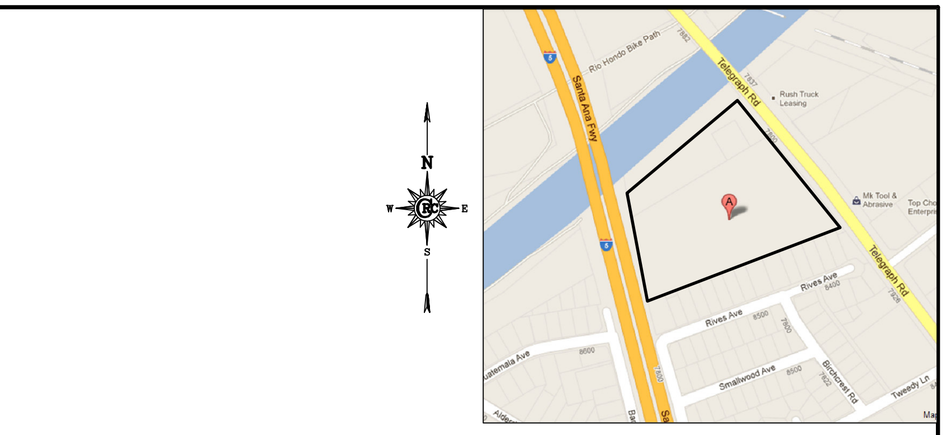
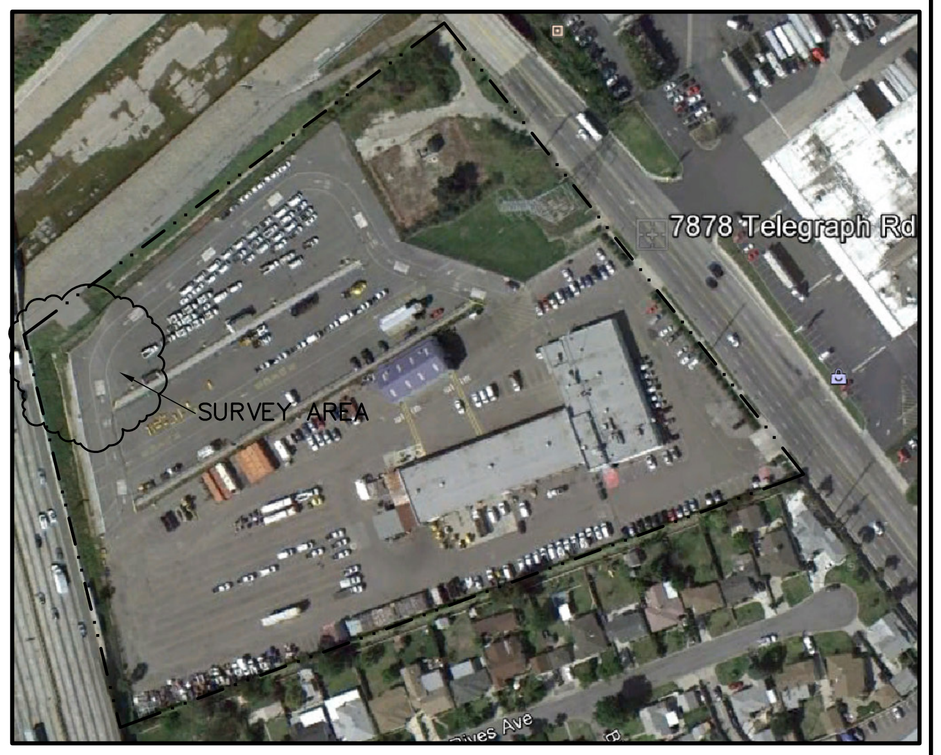
EXHIBIT C

Project Plans





VICINITY MAP
N.T.S.



SITE MAP
N.T.S.

NOTES

1. ELEVATIONS
   BASE OF SIGN ELEVATION = 147.0
   TOP OF SIGN ELEVATION = 202.0'
   ADJACENT FREEWAY ELEVATION = 159.0'

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UTILITY NOTE

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TITLE REPORT NOTES

THE EFFECTS OF EASEMENT SHOWN IN FIDELITY NATIONAL TITLE COMPANY POLICY No. 997-23006250-TC1 DATED MARCH 26, 2012 ARE SHOWN UNLESS OTHERWISE NOTED.

(5) AN EASEMENT FOR ELECTRICAL TRANSMISSION PURPOSES IN FAVOR OF THE CITY OF LOS ANGELES RECORDED AS INSTRUMENT NO. 229, BOOK 15055 PAGE 350 OF OFFICIAL RECORDS.

(8) AN EASEMENT IN FAVOR OF THE CITY OF DOWNEY, A MUNICIPAL CORPORATION FOR PIPELINE PURPOSES RECORDED DECEMBER 14, 1964 AS INSTRUMENT NO. 900 IN BOOK D-2731 PAGE 112 OF OFFICIAL RECORDS.

(9) AN EASEMENT IN FAVOR OF THE CITY OF DOWNEY, A MUNICIPAL CORPORATION FOR ROADWAY FOR INGRESS AND EGRESS, PUBLIC UTILITIES PURPOSES RECORDED JANUARY 15, 1965 AS INSTRUMENT NO. 4809, BOOK D-2766, PAGE 757 OF OFFICIAL RECORDS. (SAID EASEMENT DOES NOT AFFECT SURVEYED LAND).

(11) AN EASEMENT IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY FOR ELECTRIC LINES AND OTHER PURPOSES RECORDED SEPTEMBER 20, 1950 AS 1950-2865 OF OFFICIAL RECORDS. (SAID EASEMENT IS INDETERMINATE).

(14) AN EASEMENT IN FAVOR OF THE LOS ANGELES COUNTY FLOOD CONTROL DISTRICT FOR PRIVATE ROAD AND INCIDENTAL PURPOSES RECORDED NOVEMBER 04, 1955 AS INSTRUMENT NO. 4233 IN BOOK 49449, PAGE 138 OF OFFICIAL RECORDS. (SAID EASEMENT DOES NOT AFFECT SURVEYED LAND).

DATE OF SURVEY

29 MAR. 2012

SITE ADDRESS

7878 TELEGRAPH ROAD
DOWNEY, CA.

LEGEND

A.C.	=	ASPHALTIC CONCRETE
AL	=	AREA LIGHT
BW	=	BOTTOM of WALL
CLF	=	CHAINLINK FENCE
CONC	=	CONCRETE
CSD	=	CONSOLIDATED SEWER DISTRICT
EBX	=	ELECTRICAL BOX
EP	=	EDGE OF PAVEMENT
FL	=	FLOWLINE
FS	=	FINISH SURFACE
G	=	GROUND
INV	=	INVERT
T	=	TREE
TG	=	TOP OF GRATE
TW	=	TOP OF WALL

LEGAL DESCRIPTION

PORTION OF THE RANCHO SANTA GERTRUDES, IN THE CITY OF DOWNEY, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 1 PAGE 156 OF PATENTS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY

BENCH MARK

CALIF DIV OF HWY 50MM(2IN) DISC IN CB 1M(303FT) W/O BCR @NWCOR TELEGRAPH RD & PARAMOUNT BLVD MKD (BELL K-4 1941 NO 5 1972)

BASELINE QUAD (2005) ELEV=144.996 # Y 10201

PLANS PREPARED UNDER THE DIRECTION OF

LICENSED LAND SURVEYOR
RONALD N. KOESTER
NO. 5930
STATE OF CALIFORNIA

RON KOESTER LS 5930 DATE

REVISIONS | DATE

TOPOGRAPHIC SURVEY

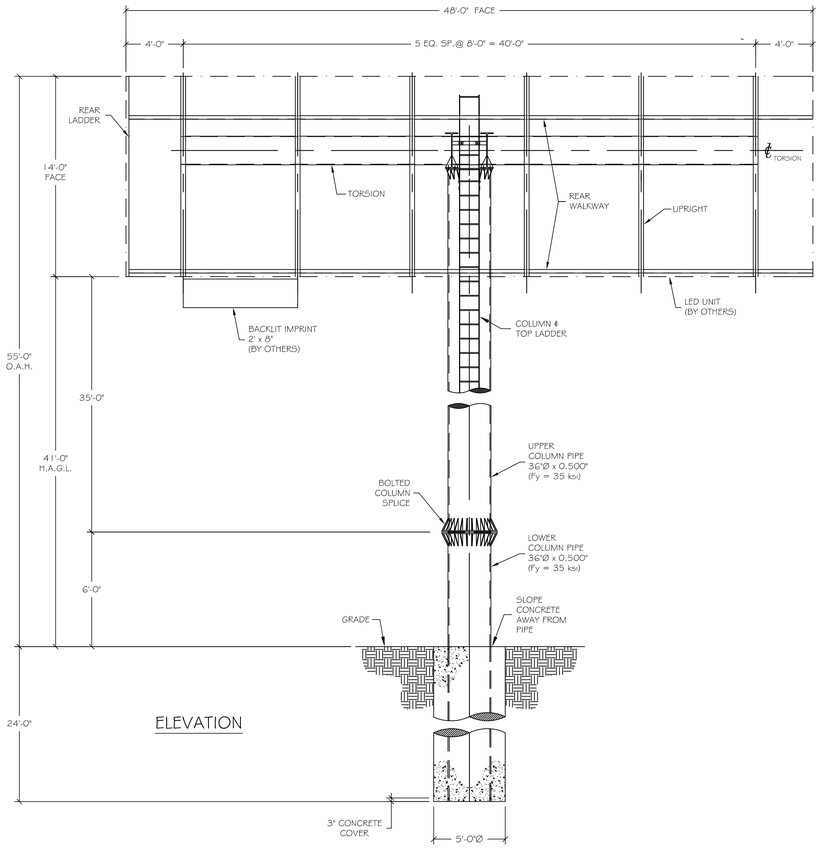
CRC 2776

SHEET 1 OF 1 SHEET

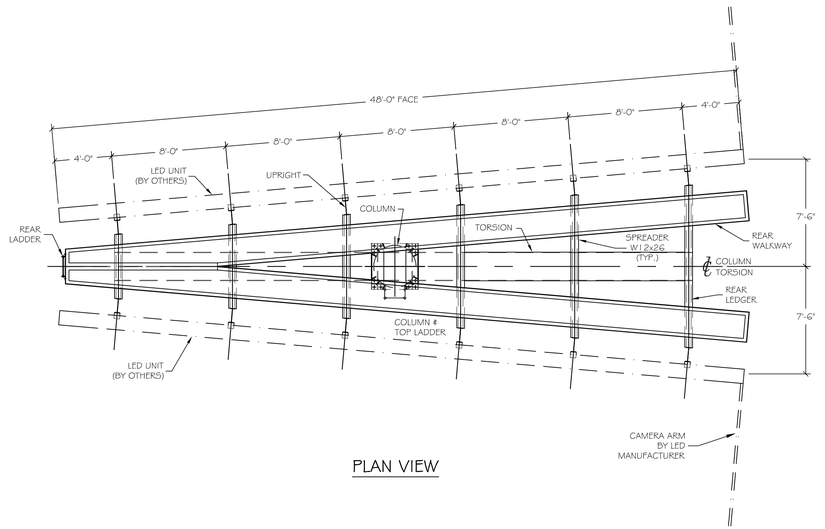
PREPARED FOR:
ALLVISION LLC.
6200 S. SYRACUSE WAY, SUITE 125
GREENWOOD VILLAGE, CO.
Attn: Mr. Alex Belenson

CRC Enterprises
27600 Bouquet Canyon Road Suite 200 Santa Clarita Ca. 91350
Telephone (661) 297-2336 FAX (661) 297-2331

2776 Downey Topo 4_4_12.dwg



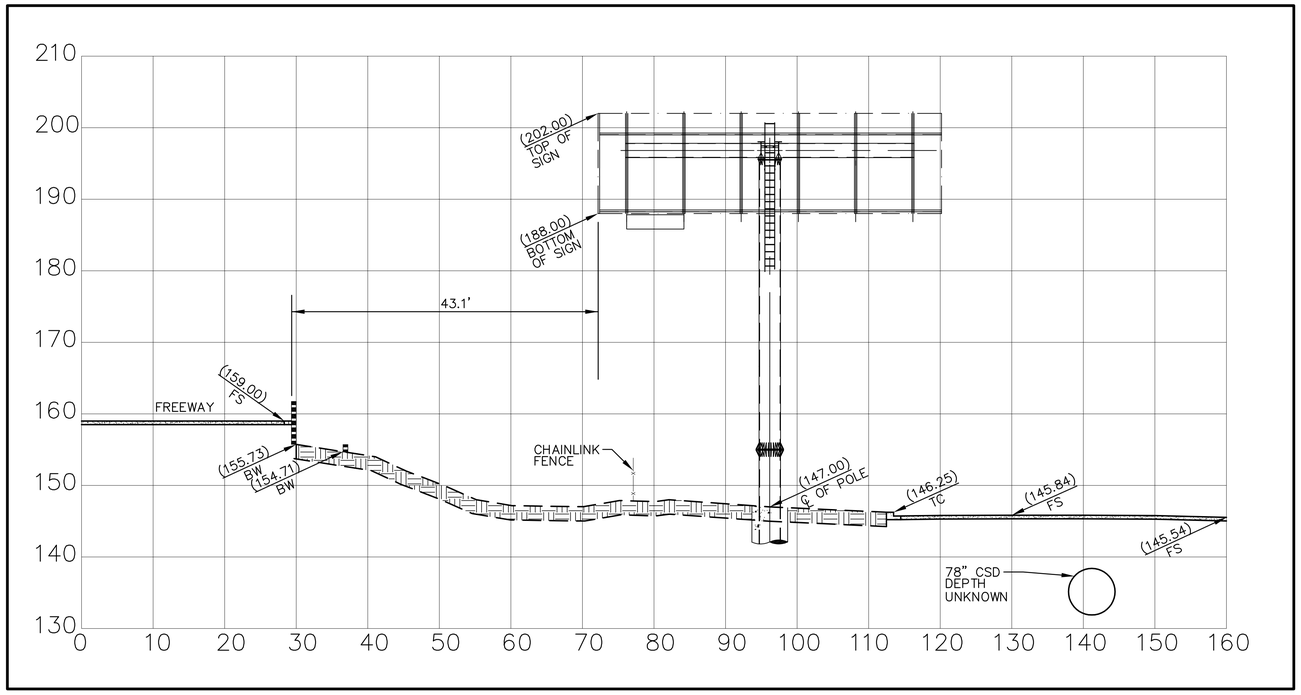
ELEVATION



PLAN VIEW

PRELIMINARY DRAWING
NOT FOR CONSTRUCTION

CUSTOMER: ALLVISION	14' x 48' SINGLE POST CENTER MOUNT DOUBLE FACE 15' V-BUILD LED READY
SIGN LOCATION: DOWNEY, CA	
RMG Outdoor Inc. 4425 North 24th Street, Suite 200 Phoenix, Arizona 85016 Phn: (602) 230-8604 Fax: (602) 230-9071	ENG NO: — DR: TGG CH: JSW
	SCALE 1" = 5' DATE: 04/27/12
	JOB NO: — SHEET NO: 1 of 1



SCALE
HORIZONTAL: 1"=10'
VERTICAL: 1"=10'

REVISIONS | DATE

SIGN DETAILS

CRC 2776

SHEET 1 OF 1 SHEET

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