

**BILLBOARD REPLACEMENT AND RELOCATION PROJECT
INITIAL STUDY**

**City of Martinez
August 2, 2011**

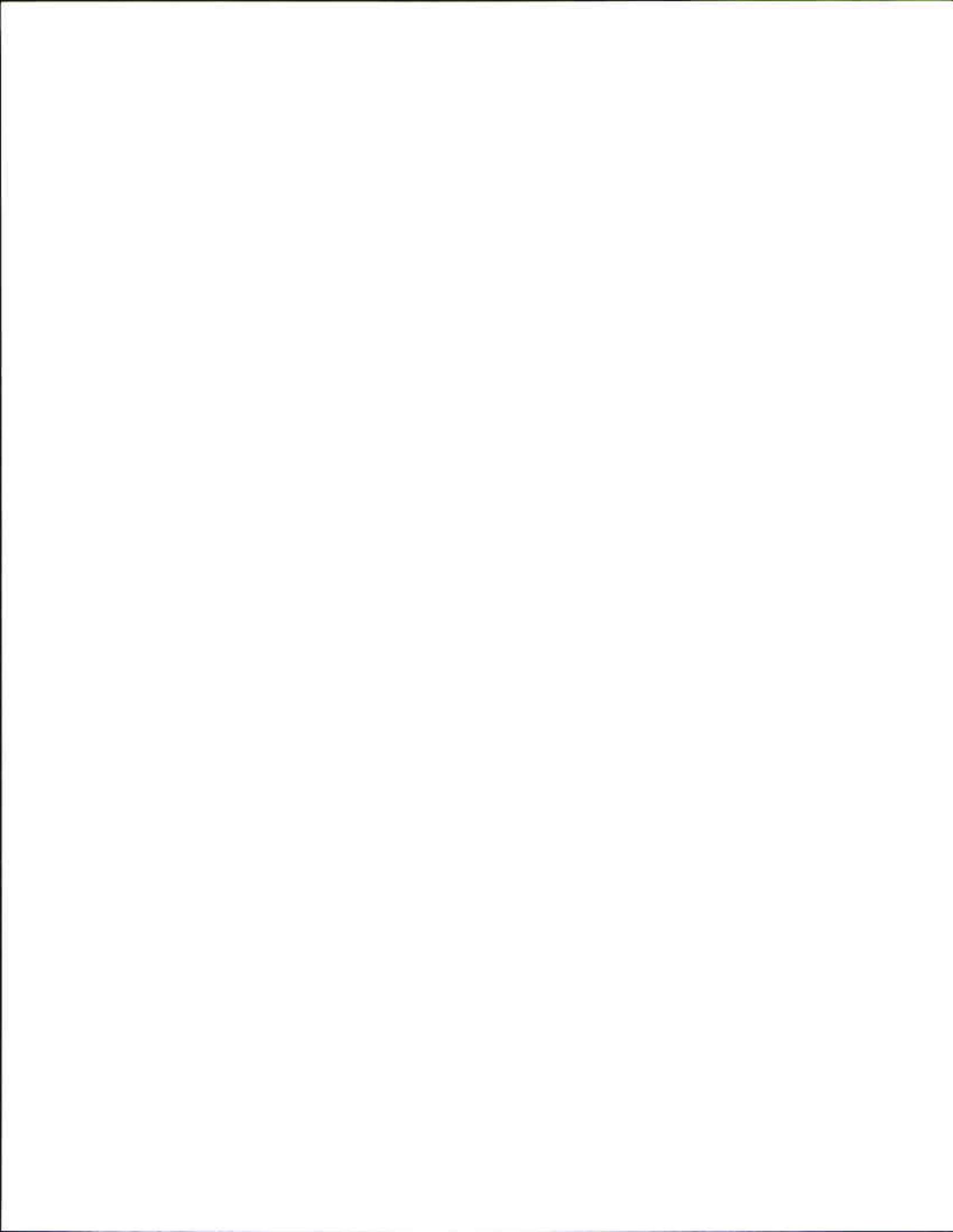


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PROJECT DESCRIPTION

Project Title and Number: Billboard Replacement and Relocation Project

1. Lead Agency Name and Address: City of Martinez, Planning Division
525 Henrietta Street
Martinez, CA 94553

2. Contact Person and Phone Number: Collin Smith
Real Estate
CBS Outdoor
1695 Eastshore Highway
Berkeley, CA 94710
T 510.527.3350
F 510.524.7041

3. Project Location and APN: Sign Removal
35 Bridgehead Road
Martinez, CA
APN# 378-010-028-9

Replacement Sign
37 Bridgehead Road
Martinez, CA
APN# 378-010-024-8

4. Project Sponsor's Name & Address: Collin Smith
Real Estate
CBS Outdoor
1695 Eastshore Highway
Berkeley, CA 94710
T 510.527.3350
F 510.524.7041

5. General Plan Designation: Industrial

6. Zoning: Heavy Industrial (HI)

Description of Project:

The Billboard Replacement and Relocation project (the "project") includes three components:

- 1) A zoning text amendment regulating relocation of existing non-accessory signs;
- 2) A relocation agreement by which CBS Outdoor would agree to remove a specified outdoor advertising structure for each light emitting diode (LED) billboard installed; and
- 3) The removal of an existing static billboard structure and construction of a new two-panel 14' x 48' LED digital display billboard.

Project components 2 and 3 are collectively referred to as the removal and relocation component throughout this document, while the zoning text amendment is simply referred to as the zoning text amendment.

Zoning Text Amendment. The City of Martinez Municipal Code would be amended to allow LED digital display billboards in certain cases. Chapter 16.68 - Nonconforming Signs, is proposed to be amended to add a section that provides special rules for zoning requirements, relationships between non-accessory signs, and other agreements these actions would be subject to. The text for the new section is provided below:

16.68.080 - Off-Site Signs.

- C. Off-site signs existing pursuant to the provisions of (B) above on or after the removal date set forth in subsection (A) above, may be relocated in accordance with the provision of this subsection.
1. Must be in the Heavy Industrial (HI) district;
 2. Must have a minimum distance of two (2) miles between electronic non-accessory signs and 1,000 feet between non-electronic, non-accessory signs;
 3. Must not significantly impact any biological resources;
 4. Must provide a geotechnical study and incorporate the recommended measures; and
 5. Subject to a relocation agreement.

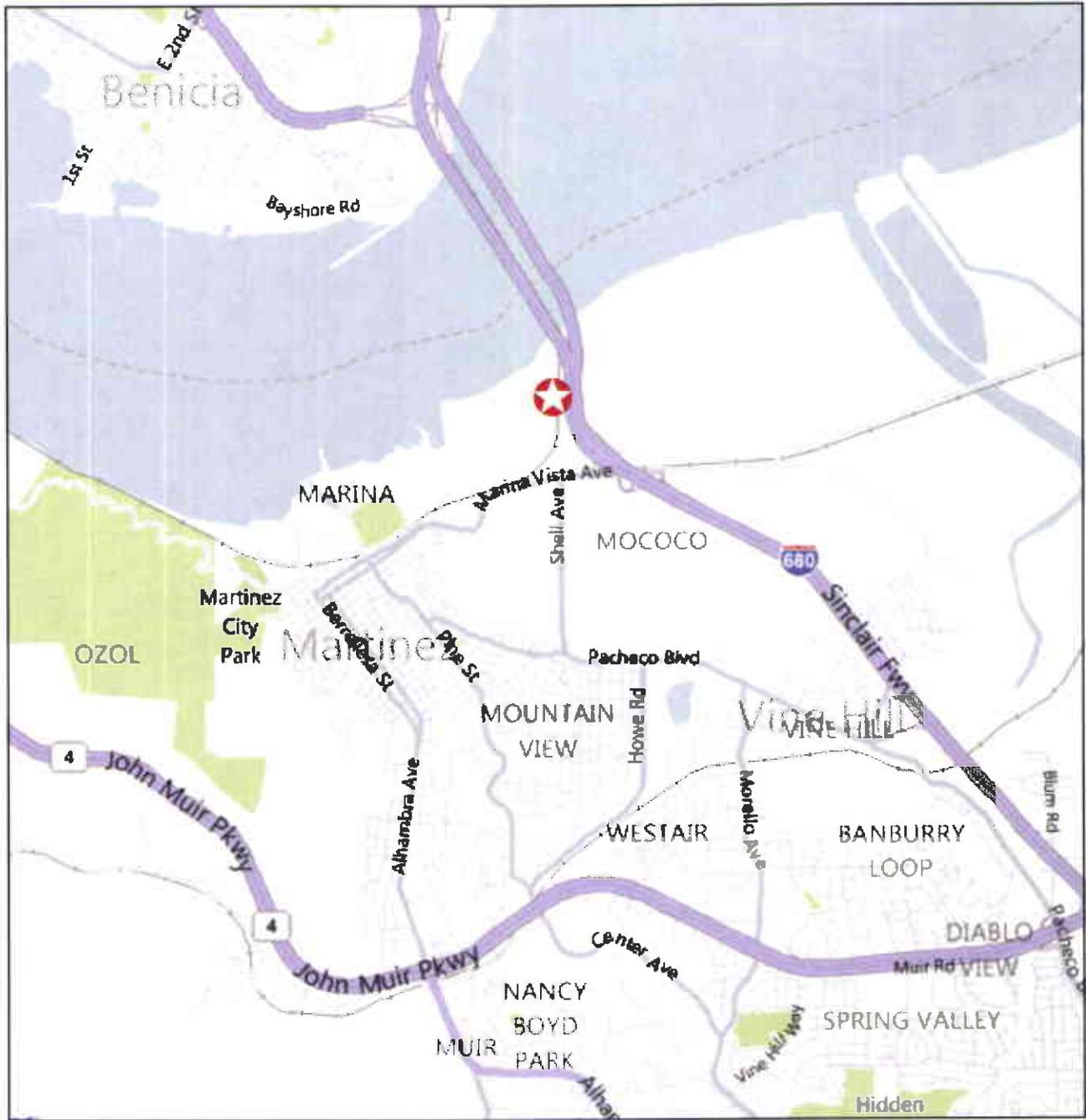
22.18.060 Conditional Uses.

- C. Outdoor Advertising Structure, in accordance with Section 16.68.080.C

Relocation Agreement. A relocation agreement would be entered into for each approved LED digital display billboard constructed. The agreement would include details of each static billboard to be removed and of each new LED digital display billboard to be constructed.

Removal and Relocation. The existing and proposed locations (collectively referred to as 'project site') are shown in Figures 1 and 2. The existing structure is located on the west side of Bridgehead Road in front of Waters Moving (35 Bridgehead Road). The two static panels are 14' x 48' each and mounted on a single pole back-to-back and parallel to each other with approximately 7 feet in between the two panels. The maximum height of the billboard structure is 40 feet tall, with 23 feet between the bottom of the 14' x 48' panels and the ground. The existing billboard structure is sited at approximately 90 degrees to the alignment of Bridgehead Road and Interstate 680 and extends approximately 29 feet into the Bridgehead Road right-of-way. It is directly visible from Interstate 680 as shown in the Photos 1 and 2 on page 5 following the location figures.

The proposed billboard structure would be constructed approximately 550 feet north of the existing sign, also on the west side of the road and adjacent to, and visible from Interstate 680, at 37 Bridgehead Road. The parcel is an unpaved, dirt lot that is not developed with any structures and is currently utilized for overflow parking and storage. The two LED panels are 14' x 48' each and would be mounted on a single pole back-to-

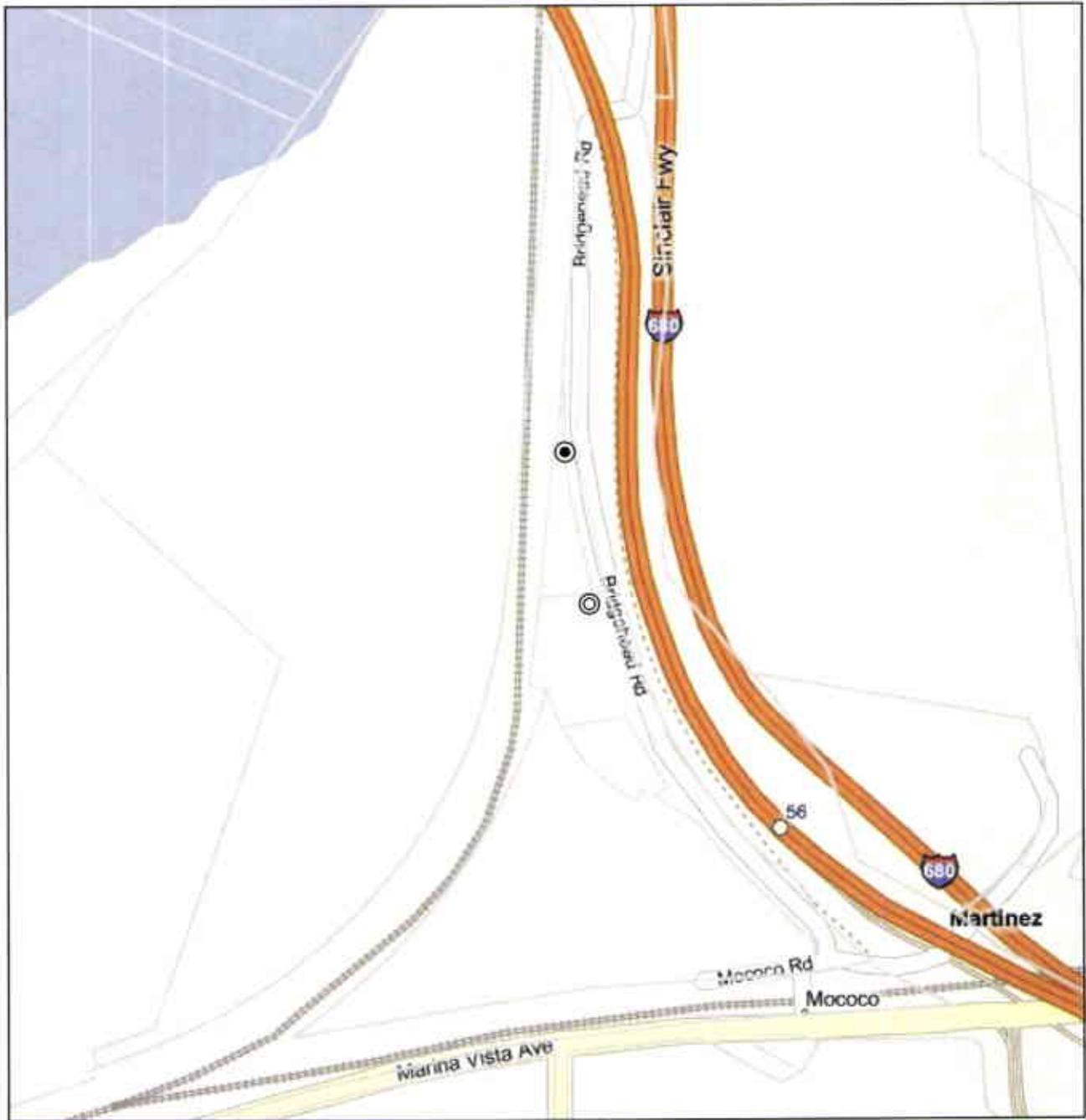


Source: Bing Maps, 2011



 Project Location

Figure 1
Martinez Billboard Replacement and Relocation Project
Project Vicinity Map



Source: City of Martinez CommunityView Maps, 2011

Legend

- ⊙ Demolished Structure
- Relocated Structure

Figure 2
Martinez Billboard Replacement and Relocation Project
Project Location Map



Photo 1. View of existing billboard from northbound Interstate 680



Photo 2. View of existing billboard from southbound Interstate 680

back at an angle to improve the visibility from both travel directions on Interstate 680. The apex of the angle would be on the edge of the structure closest to Interstate 680 and at the widest point; the back of the panels would be approximately 18 feet from each other. The maximum height of the structure is 48 feet tall, with the bottom of the 14' x 48' panels being approximately 34 feet above finish grade. The proposed structure would extend approximately 28 feet into the Bridgehead Road right-of-way which, is a private road, and be directly visible from the north and south directions of Interstate 680 as shown in Photos 1 and 2 on page 5. The application materials available at the Planning Division include a site plan diagram.

Construction. The project applicant has provided the following information related to the process of installing a digital outdoor advertising structure.

The project applicant would conduct a soil study for the project site and would provide that information to its structural engineer. The structural engineer would then take soil conditions into consideration in designing the digital sign and supporting structure. Unusual soil conditions could affect the design, and the description below is for the usual conditions encountered. The construction would be subject to the building code, and a building permit would be required for construction activities. The Building and Planning Divisions would review the plans and specifications to ensure that they comply with all building code requirements. Once the Building Division determines the proposed project complies with all related building codes, and the proper fees have been paid, a building permit could be issued.

Construction of a digital outdoor advertising structure typically proceeds as described below.

Day 1: On the first day at the site, a crew arrives with a drilling rig and drill a hole 5 feet in diameter and 32 feet deep. A trench plate is placed over the hole before the crew leaves the site.

Day 2: The column for the sign would be delivered to the site. The column is typically 42 inches in diameter. The column is lifted into place in the foundation hole by a crane, and is maintained in place by I-beams that are welded to the column. A building inspection is required at this point, and the project applicant would arrange for the inspection early enough in the day to allow pouring of concrete on Day 2. Concrete poured is 3,000-pound mix (i.e., concrete that would withstand 3,000 pounds of pressure for 28 days without breaking).

Day 5: After the concrete cures for three days, the crew returns to the site. The I-beam welds are ground off and the I-beams removed. The upper structure components are delivered to the site and assembled on the ground by the crew (usually 4-5 persons). The crane returns to the site and lifts the upper structure into place atop the column.

Demolition of existing static billboard. Applicant would arrange with Pacific Gas & Electric (PG&E) to have the electrical service to the existing static billboard disconnected. Once the electrical service has been disconnected, work would begin at the top of the

existing structure and move down. The steps to dismantle the billboard would include the removal of the billboard faces, removal of upright I-beams, removal of platforms; removal of the horizontal torsion tube; removal of the column; and the back fill of the remaining hole with gravel.

Electrical service. Arrangements to extend electrical service to the site are made in advance of the construction activities; a sleeve to accommodate the underground electrical service would be placed in the concrete foundation. The typical electrical service is 200 amps for single phase, and 100 amps for 3-phase. 3-phase service is typically available only in areas in close proximity to commercial development.

Sign characteristics. The wind load for a digital billboard is the same as for other signage of similar size. Digital billboards carry a higher dead load (approximately 10,000 pounds as opposed to 2,000 pounds) than typical lighted signage and this is taken into account by the structural engineer in the design and confirmed as part of the building permit process. According to the project applicant, the two-paneled LED sign would run at approximately 50 percent of full power, which would use 7,000-8,000 KWh per month as compared to the existing sign usage of 2,000-3,000 KWh per month.

Required Approvals:

The following City of Martinez approvals are required to implement the proposed project to allow billboards only with a relocation agreement and subject to certain restrictions/requirements:

- **Zoning Ordinance Text Amendment** proposed as part of the proposed project to allow billboards only with a relocation agreement and subject to certain restrictions/requirements.
- **Relocation Agreement** between CBS Outdoor and the City of Martinez that includes removal of an existing static billboard and an installation of an LED billboard to the proposed project site.
- **A Conditional Use Permit** is required for the proposed project under the following sections of the Zoning Ordinance:
 - Use Permit for outdoor advertising structure in an industrial area (22.18.060);
 - Use Permit for construction of a structure that exceeds 30 feet of height (22.18.140).

Additionally, the removal and relocation component is subject to the approval of the California Department of Transportation (Caltrans) following all local approvals.

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 Unless Mitigation Incorporated" as indicated by the checklist on the following pages.

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

Determination.

On the basis of this initial evaluation:

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

Terry Blount
Planning Manager

Date

INITIAL STUDY CHECKLIST

This chapter contains an analysis of each environmental issue identified in the City of Martinez's Initial Study for the proposed project.

Issues Addressed in the Initial Study

The following environmental topics are addressed:

- A. Aesthetics
- B. Agricultural and Forest Resources
- C. Air Quality
- D. Biological Resources
- E. Cultural Resources
- F. Geology and Soils
- G. Greenhouse Gas Emissions
- H. Hazards and Hazardous Materials
- I. Hydrology and Water Quality
- J. Land Use and Planning
- K. Mineral Resources
- L. Noise
- M. Population and Housing
- N. Public Services
- O. Recreation
- P. Transportation and Traffic
- Q. Utilities

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A. AESTHETICS

Environmental Checklist

<i>AESTHETIC ISSUES:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Increase the amount of shade in public and private open space on adjacent sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Checklist Findings

The proposed zoning text amendment would only allow for new signs to be installed if an existing sign is being removed subject to the City's approval of a relocation agreement. As part of the review of the zoning text amendment it is too speculative to evaluate project specific impacts to aesthetic issues that could occur from future proposals to relocate billboards. Additionally the zoning text amendment requires a minimum distance of 2 miles between electronic non-accessory signs and 1,000 feet between non-electronic non-accessory and only allows relocations to occur in the Heavy Industrial district, which would help ensure that any impacts associated with scenic vistas, scenic resources, visual character, light or glare, and/or shade would be less-than-significant. Additionally any future projects would be subject to environmental review at the time that they are proposed.

A specific discussion of the potential impacts associated with the currently proposed removal and relocation component is provided below for each checklist question.

- a) Both the existing and proposed locations for the billboard structures are immediately adjacent to Interstate 680 and Bridgehead Road. The Martinez General Plan does not identify any scenic vistas in this vicinity. However,

travelers along Interstate 680 in vicinity of the existing and proposed billboard locations do have some scenic views of the East Bay hills; although many of the views are interrupted with foreground views of industrial development and uses including the Martinez Refinery.

Individuals travelling south along Interstate 680 looking towards the existing and proposed billboard structure locations have foreground views of industrial land uses including the refinery and Waters Moving and more distant views of the hillsides of Briones Regional Park including Mt. Wanda, as shown in Photos 3 and 4. Given the foreground views from this segment of Interstate 680 are obscured by industrial development, no significant views or scenic vistas that would be impacted by the proposed project exist in this immediate area. As a result, the replacement and relocation of the billboard structure would not adversely impact any scenic vistas from southbound Interstate 680.

Individuals traveling north on Interstate 680 would have views of the existing or the relocated billboard structure with foreground views of industrial land uses as shown in Photos 5 and 6.

As described above, the new LED billboard structure would be located approximately 550 feet north of the existing structure. Views from northbound Interstate 680 beyond the new location are not obscured by an existing building, as is the case for the existing billboard structure, which is located in front of the Waters Moving warehouse. As a result, the new LED billboard structure may impact scenic views of the hillsides beyond from a short segment of northbound Interstate 680 depending on what lane a car is in and where it is on the grade that approaches the Bridge toll plaza. Any view interruption that would occur from the new LED billboard structure would not be considered significant as it would only block views for a moment and once passed the sign, views of the hillside would remain as shown in Photos 3 and 4. As a result, the impact of the proposed LED billboard structure on scenic vistas would not be considered significant and no mitigation measures are required.

- b) This segment of Interstate 680 is not designated as a State scenic highway; nor are there any scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within the immediate vicinity. As a result, the proposed removal and relocation component would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway.
- c) Consistent with the zoning of the area surrounding the proposed location of the LED billboard, the visual character of the area has a mix of large warehouse buildings and storage yards and structures associated with the refinery. The existing static billboard structure spans over Bridgehead Road is lit in order to be visible in the evening and is currently in fair and operable condition. The new LED billboard structure panels would be the same size as the existing static

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Photo 3. View of existing billboard from southbound Interstate 680



Photo 4 (Simulated). View of proposed billboard from southbound Interstate 680



Photo 5. View of existing billboard structure from northbound Interstate 680



Photo 6 (Simulated). View of proposed billboard location from northbound Interstate 680

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panels and placed in a location approximately 550 feet north of the existing sign. As discussed above, both the existing and proposed structures are similar in size; the most significant difference that could affect the visual character of the area is the illuminated LED display. Additionally, the new structure would not be located in front of a building which minimizes its visibility and impact on surrounding views. Given the mix of uses and their industrial nature and appearance, which define the area's visual character, the introduction of the LED billboard structure would not significantly impact the existing visual character or quality of the site and its surroundings.

- d) Luminance is often used to characterize emission or reflection from flat surfaces. The luminance indicates how much luminous power will be perceived by an eye looking at the surface from a particular angle of view. Luminance is thus an indicator of how bright the surface will appear. Luminance is used in the video industry to characterize the brightness of displays and in the video industry one candela per square metre is commonly called a "nit". The proposed outdoor advertising structure would emit no more than 300 nits in the evening and a maximum of 6,500 nits under direct sunlight. The luminance of the structure is managed by a light sensing device that automatically adjusts the brightness based on ambient (surrounding) light conditions so as not to burn out the structure. Additionally, a backup software program adjusts the luminance in the event that the light sensing device fails. Lastly, the applicant has indicated that the existing structures are lit at night at a rate of approximately 300 nits, which is comparable to the light emitted by a typical television screen or less per structure. Therefore, the proposed LED billboard structure would not create a significant new source of light or glare in the area.
- e) The project includes removal of a static billboard structure and construction of a new LED billboard structure along Interstate 680. There are no public or private open spaces adjacent to the proposed location. As a result, the proposed removal and relocation component would not increase the amount of shade in public and private open space; there is a less than significant impact.

B. AGRICULTURE AND FOREST RESOURCES

Environmental Checklist

<i>AGRICULTURE AND FOREST RESOURCES ISSUES:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 a non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Checklist Findings

The proposed zoning text amendment would only allow for new signs to be installed if an existing sign is being removed subject to the City's approval of a relocation agreement. The zoning text amendment would only allow relocations to occur in the Heavy Industrial district, where no agricultural or timber resources exist. As a result, the zoning text amendment would not result in any impacts to or conflict with any policies associated with farmland, lands zoned for agricultural use or under Williamson Act contract, forest, and/or timberland. Additionally, any future projects would be subject to environmental review at the time that they are proposed.

A specific discussion of the potential impacts associated with the currently proposed removal and relocation component is provided below for each checklist question.

OUTDOOR ADVERTISING STRUCTURE REMOVAL AND RELOCATION
INITIAL STUDY CHECKLIST
B. AGRICULTURE AND FOREST RESOURCES

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- a) The project site is in the urbanized portion of Martinez, and the State Department of Conservation classifies the entire City as Urban and Built-Up Land. Therefore, implementation of the proposed removal and relocation component would not 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 a non-agricultural use.
- b) The City has no properties under Williamson Act contract and no land zoned for agriculture in the vicinity of the proposed project site. Therefore, implementation of the proposed removal and relocation component would not conflict with existing zoning for agricultural use or a Williamson Act contract.
- c) The site is currently zoned Heavy Industrial (HI) and has no association with forestland or timberland. No rezoning is proposed. As a result, the proposed removal and relocation component would not 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) There is no farmland in the project vicinity. As a result, the proposed removal and relocation component would not result in any changes to the existing environment that would result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use.

C. AIR QUALITY

Environmental Checklist

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

Environmental Checklist Findings

- a) The Bay Area 2010 Clean Area Plan¹ is the current applicable air quality plan.

A project would be judged to conflict with or obstruct implementation of the regional air quality plan if it would be inconsistent with the growth assumptions, in terms of population, employment, or regional growth in vehicle miles travelled (VMT). This could occur if a project requires a general plan or zoning amendment and the proposed change would result in greater vehicle traffic than would occur under current zoning. The proposed removal and relocation component is consistent, and any future relocation projects that may occur as a result of the proposed zoning text amendment would be required to be consistent, with the

¹ Bay Area Air Quality Management District (BAAQMD). Bay Area Management 2010 Clean Area Plan, September 2010.

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project site's zoning and General Plan designations and would not result in greater population, employment or regional growth in VMT than anticipated in the General Plan and the Clean Air Plan. For these reasons, the proposed project would not conflict with or obstruct the applicable air quality plan, and no impact would occur.

- b) The San Francisco Bay Area Air Basin is currently in non-attainment for ozone (State and federal ambient standards) and particulate matter (PM_{2.5} and PM₁₀) (State ambient standard). The BAAQMD developed screening criteria to provide lead agencies and project applicants with a conservative indication of whether the proposed project could result in potentially significant air quality impacts. If all of the screening criteria are met by a proposed project, then the lead agency or applicant does not need to perform a detailed air quality assessment of their project's air pollutant emissions.² Screening thresholds are provided for operational-and construction-period criteria pollutants. (See section G of this Initial Study for a discussion of greenhouse gas emissions, which are also address in the BAAQMD Guidelines.) The screening thresholds do not address billboard or LCD structures specifically, but based on the other types and sizes of projects that are listed it can be determined that no significant impacts would occur. Some examples of the project screening levels (i.e., maximum size of projects that would not result in a significant air quality impact) include:

Operational Criteria Pollutant Screening Size

- 325 single-family or 451 low-rise apartment dwelling units;
- 42,000 square-foot super market
- 5,000 square-foot 24-hour convenience store
- 346,000 square feet of office
- 541,000 square feet of general industry

Construction Criteria Pollutant Screening Size

- 114 single-family or 240 low-rise apartment dwelling units;
- 277,000 square-foot super market
- 277,000 square-foot 24-hour convenience store
- 277,000 square feet of office
- 259,000 square feet of general industry

Based on the size and types of projects listed above, it can be concluded that the billboard relocation and removal project which is a substantially smaller project with less significant operation and construction impacts, would not result in the generation of operational-related criteria air pollutants and/or precursors that exceed the BAAQMD thresholds of significance detailed in Table 2-2 of the BAAQMD Guidelines. As a result, construction and operation of the proposed removal and relocation component and any future relocation projects that may

² Bay Area Air Quality Management District (BAAQMD). Bay Area Management District CEQA Guidelines, updated May 2011.

occur as a result of the proposed zoning text amendment would not violate any air quality standard or contribute substantially to an existing or projected air quality violation and the proposed project's impact would be less than significant.

- c) The BAAQMD CEQA Guidelines state if a project is below the screening criteria that it would not result in a cumulatively significant impact. As discussed in b) above, the proposed project including the removal and relocation and the zoning text amendment would not 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) and its impact would be less than significant.
- d) The proposed removal and relocation component is located in an industrial area and there are no sensitive receptors located within a mile of the project site. It is also not likely that any would be located near any future relocation projects since they can only occur in the Heavy Industrial district. Additionally, neither construction nor operation of the billboard structures would generate any substantial pollution concentrations. As a result, the proposed project would not expose sensitive receptors to substantial pollutant concentrations.
- e) Land uses that pose potential odor problems include agriculture, wastewater treatment plants, food processing and rendering facilities, chemical plants, composting facilities, landfills, transfer stations, and dairies. The proposed project does not involve the construction or operation of any of these land uses, nor would it generate any significant odors. It would not expose sensitive receptors to objectionable odors; therefore no odor impacts would be associated with the proposed removal or relocation component or the proposed zoning text amendment.

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D. BIOLOGICAL RESOURCES

Environmental Checklist

<i>BIOLOGY ISSUES:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or State habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Checklist Findings

The proposed zoning text amendment would only allow for new signs to be installed if an existing sign is being removed subject to the City's approval of a relocation agreement. As part of the review of the zoning text amendment it is too speculative to evaluate project specific impacts to biological issues that could occur from future proposals to relocate billboards as future sites are not known. Additionally the zoning

text amendment only allows relocations to occur in the Heavy Industrial district and it would not impact biological resources, which would help ensure that any impacts associated with habitat, sensitive or special status species, riparian habitats, wetlands, migratory corridors, trees, and/or habitat conservation plan would be less-than-significant. Additionally any future projects would be subject to environmental review at the time that they are proposed.

A specific discussion of the potential impacts associated with the currently proposed removal and relocation component is provided below for each checklist question.

- a) The project site, including structure removal site and replacement site, which is urbanized and developed, has low habitat value for wildlife. No sensitive biological habitat is located within the project site. Both locations are compacted dirt; they do not include any vegetation or bodies of water. As a result, no biological resource surveys were conducted. No protected plant or animal species are known to occur within the project site. Therefore, the proposed removal and relocation component would not 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) The project site is disturbed and is compacted dirt; it does not include any vegetation or bodies of water. No riparian areas or sensitive natural communities are located within the project site. Therefore, the proposed removal and relocation component would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
- c) As noted previously, the project site is disturbed and is compacted dirt; it does not include any vegetation or bodies of water. No wetlands are located within the removal and relocation component site. Therefore, implementation of the proposed removal and relocation component would not 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) The proposed structure site has been developed and subject to human disturbance for several years. Wildlife visiting the project site would be species associated with disturbed, urbanized areas. The project site is near the bay and within Pacific fly zone for birds; however, the proposed LED structure would be highly visible and it is not likely that much wildlife is present this close to the freeway. The implementation of the proposed removal and relocation component would not substantially increase the possibility of bird strikes as the total surface area of sign would remain the same. Therefore, the proposed project would not

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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) No protected biological resources are located within the project site. No trees would be removed as a result of this project. Therefore, implementation of the proposed removal and relocation component would not conflict with any local policies or ordinances protecting biological resources.
- f) No adopted Habitat Conservation Plans, Natural Community Conservation Plans, or any other approved local, regional, or State habitat conservation plans apply to the project or project site.

E. CULTURAL RESOURCES

Environmental Checklist

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

Environmental Checklist Findings

The proposed zoning text amendment would only allow for new signs to be installed if an existing sign is being removed subject to the City's approval of a relocation agreement. As part of the review of the zoning text amendment it is too speculative to evaluate project specific impacts to cultural resource issues that could occur from future proposals to relocate billboards as future sites are not known. However, given future sites have to be within the Heavy Industrial district, it is likely that future sites will be disturbed and without a high potential for cultural resources. Also, the area of disturbance below grade would likely be limited to a diameter of 5 feet. As a result, any impacts associated with historic, archaeological, paleontological, and/or human remains are likely to be less-than-significant and similar to those described below for the removal and relocation project component. Additionally any future projects would be subject to environmental review at the time that they are proposed.

A specific discussion of the potential impacts associated with the currently proposed removal and relocation component is provided below for each checklist question.

- a) The proposed project includes removal of a static billboard structure and construction of a new LED billboard structure along Interstate 680. Neither of the sites or structures associated with this project have historical significance pursuant to §15064.5 of the California CEQA Guidelines. According to the

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National Register of Historic Places³ there are no listed historic sites or structures in the vicinity of the project site. As a result, the project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.

- b) The subject properties for structure removal and relocation have been previously disturbed and developed and are not located in an area known to have archaeological resources pursuant to §15064.5 of the California CEQA Guidelines. The only subsurface site disturbance that would occur is drilling a hole 5 feet in diameter and 32 feet deep at the relocation location. Therefore, the project is not anticipated to cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
- c) The subject properties for structure removal and construction have been previously disturbed and urbanized and are not located in an area that is known to have paleontological resource or unique geological features. The only subsurface site disturbance that would occur is drilling a hole 5 feet in diameter and 32 feet deep at the relocation location. As a result, the proposed project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.
- d) The subject property is not located in an area known to have any human remains and no grading is proposed. The proposed project is not anticipated to disturb any human remains, including those interred outside of formal cemeteries.

³ National Registry of Historic Places, Database and Research.
<http://www.nps.gov/nr/research/> accessed July 27, 2011.

F. GEOLOGY AND SOILS

Environmental Checklist

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

Environmental Checklist Findings

- a) i) Surface rupture or ground faulting tends to occur along lines of previous faulting. The removal and relocation site or the properties located within the Heavy Industrial district are not within a State Earthquake Fault Hazard Zone for active faults. As a result, the proposed project would not expose people or

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structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault.

ii) Ground shaking is a general term referring to all aspects of motion of the earth's surface resulting from an earthquake, and is normally the major cause of damage in seismic events. The extent of ground shaking is controlled by the magnitude and intensity of the earthquake, distance from the epicenter, and local geologic conditions. The amount of ground shaking depends on the magnitude of the earthquake, the distance from the epicenter, and the type of earth materials between the receptor and the epicenter.

Implementation of this project could result in the exposure of people or structures to potential substantial adverse impacts due to strong seismic ground shaking because the project is located in California, which is prone to ground shaking (earthquake) activity. The potential ground shaking impacts would be reduced to a less-than-significant level with quality construction. Ground shaking on the project site for construction of the replacement LED billboard structure could pose a substantial threat to buildings and people should ground shaking cause the proposed outdoor advertising structure to fall.

The new outdoor advertising structure approved as part of this project, and any future relocating that may occur, would be constructed in accordance with design requirements and construction standards of the current Uniform Building Code. Compliance with the code requirements would reduce the potential effects associated with strong seismic ground shaking to a less-than-significant level and ensure that the proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death.

iii) The removal and relocation site is not mapped within a liquefaction zone on the Seismic Hazard Maps prepared by the California Geological Survey. Similar to the proposed removal and relocation component, future projects would be required to prepare a geotechnical study and incorporate its recommendations. As a result, the proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.

iv) The project removal and relocation site consists of predominantly flat terrain and are not susceptible to landslides. As a result, the proposed removal and relocation component would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.

- b) The project site is predominantly flat and no grading is proposed as part of the project. As a result, the proposed project would not result in substantial soil erosion or the loss of topsoil.
- c) The project site is not mapped within the liquefaction hazard zone on the Seismic Hazard Maps prepared by the California Geological Survey. Additionally as part of the building permit process the City will require a geotechnical study to be prepared to ensure the project is engineered to the specific soil type.

Mitigation Measure GEO-1: Plans submitted for a building permit for new construction shall incorporate the recommendations of a geotechnical investigation prepared for the site, and a qualified geotechnical engineer shall inspect and test all geotechnical aspects of the project's construction. The geotechnical report shall be accompanied by a signed statement from the author of the report or other licensed geologist or engineer with relevant expertise, certifying that the plans comply with the report's recommendations.

Implementation of Mitigation Measure GEO-1 and the requirements of zoning text amendment would ensure that the removal and relocation component and future projects would not 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) As part of the City's standard building permit process, the applicant and any future applicants would be required to complete a soil report before construction of the new LED billboard. The results of the soils report shall be used to determine the appropriate methods for removal, construction, and operation of the structures, particularly if the project is found to be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994).
- e) No septic tanks or alternative waste systems would be utilized on the project site for structure removal and relocation. Nor are any anticipated to be impacted by potential future projects given the Heavy Industrial district is served by sanitary sewer. As a result the proposed project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater

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G. GREENHOUSE GAS EMISSIONS

Environmental Checklist

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

Environmental Checklist Findings

- a-b) Digital outdoor advertising structures are powered by electricity, which in production generates carbon dioxide (CO₂) emissions. Carbon dioxide is a greenhouse gas. An estimate of the CO₂ emissions associated with digital advertising structures may be calculated using a formula that multiplies expected electricity usage by an emissions factor. Electricity usage in a digital outdoor advertising structure is primarily used to power light emitting diodes (LEDs) to produce images. The light emitted by the proposed LED structure and any likely future relocations that may occur as a result of zoning text amendment would be adjusted according to ambient light conditions which will vary the amount of electricity being used by the structure. This removal and relocation component proposes to operate the display at approximately 50 percent of full power, which would use 7,000 to 8,000 kWh per month for a back-to-back LED structure. Based on an average emission factor of 0.524 lbs. of CO₂ per kWh⁴, the estimated CO₂ emission would be 50,304 pounds or 22.8 metric tons per year (MT/yr). The BAAQMD CEQA Guidelines⁵ threshold for greenhouse gas emissions is 1,100 MT/yr of carbon dioxide equivalent. The proposed removal and relocation project together with any future relocation projects that may occur under the zoning text amendment would not exceed this threshold.

⁴ Pacific Gas and Electric (PG&E), Carbon Footprint Calculator Assumptions. <http://www.pge.com/about/environment/calculator/assumptions.shtml>, accessed June 27, 2011

⁵ Bay Area Air Quality Management District (BAAQMD). Bay Area Management District CEQA Guidelines, updated May 2011.

The City of Martinez adopted a Climate Action Plan (CAP) in June 2009 to set goals, principles, and strategies in order to reduce the City's greenhouse gas emissions, prepare the community for the expected effects of global warming, and conserve energy and natural resources.

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H. HAZARDS AND HAZARDOUS MATERIALS

Environmental Checklist

HAZARDS AND HAZARDOUS MATERIALS ISSUES:	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Impact Findings

The proposed zoning text amendment would only allow for new signs to be installed if an existing sign is being removed subject to the City's approval of a relocation agreement. As part of the review of the zoning text amendment it is too speculative to evaluate project specific impacts to hazards and hazardous materials issues that could occur from future proposals to relocate billboards as future sites are not known. Future projects would be subject to environmental review at the time that they are proposed to ensure no impacts relative to hazards or hazardous materials occur.

A specific discussion of the potential impacts associated with the currently proposed removal and relocation component is provided below for each checklist question.

- a) Potentially hazardous materials that are commercially available, such as adhesives and paint could be used during construction and maintenance of the proposed project. The construction contractor would be required to adhere to all local, State, and federal regulations regarding the use and handling of these materials. No hazardous substances are expected to be on-site during project operation. As a result, the proposed project would not create a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials.
- b) No known hazardous substances are known to exist on the project site. As a result, the proposed removal and relocation component would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Also see response a) above.
- c) The proposed construction is not located within one-quarter mile of an existing school and as such would 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) The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.
- e) The billboard site is not located within an airport land use plan or 2 miles of a public airport⁶. The closest airport is Buchanan Field which is located approximately 4 miles southeast of the project site.
- f) The billboard site is not in the vicinity of a private airstrip.
- g) The proposed removal and relocation component includes removal of a static billboard structure and construction of a new LED billboard structure along

⁶ Contra Costa County, Contra Costa County Airport Land Use Compatibility Plan (December 2000).

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Interstate 680; it would not affect emergency access routes or impair emergency response or evacuation. On the contrary, the construction of the proposed structure may promote the distribution of emergency information. The draft Relocation Agreement between the City of Martinez and CBS Outdoor allows the City to require the structure operator to reprogram the structure to convey a declared local emergency (i.e., unauthorized release of hazardous materials and Amber Alert).

- h) The proposed removal and relocation component includes removal of a static billboard structure and construction of a new LED billboard structure along Interstate 680 on developed commercial and industrial property that are not adjacent to wildlands; therefore, the removal and relocation component would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

I. HYDROLOGY AND WATER QUALITY

Environmental Checklist

<i>HYDROLOGY AND WATER QUALITY ISSUES:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding of as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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<i>HYDROLOGY AND WATER QUALITY ISSUES:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Checklist Findings

The proposed zoning text amendment would only allow for new signs to be installed if an existing sign is being removed subject to the City’s approval of a relocation agreement. As part of the review of the zoning text amendment it is too speculative to evaluate project specific impacts to hydrology and water quality issues that could occur from future proposals to relocate billboards as the sites are not known. Future projects would be subject to environmental review at the time that they are proposed to ensure no significant impacts related to hydrology and water quality issues occur.

A specific discussion of the potential impacts associated with the currently proposed removal and relocation component is provided below for each checklist question.

- a) The proposed removal and relocation component includes removal of a static billboard structure and construction of a new LED billboard structure along Interstate 680. Demolition, construction would result in a small opportunity during the estimated five-day construction period for water discharge to become contaminated as the construction activities will be limited in scope (i.e., drilling 5 feet diameter hole) and subject to best management practices (BMPs). Operation of the structure would not result in any waste discharge or significantly alter drainage. Because the period of time when the soil would be disturbed would be short, and there would be very little net change to the disturbed ground area as a result of the removal and relocation component, the proposed removal and relocation component would not violate any water quality standards or waste discharge requirements.

- b) The amount of impervious coverage would be increased due to the removal and replacement aspect part of this project; therefore, the project would not affect groundwater supplies or recharge. As a result, the project would not 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) The proposed removal and relocation component includes removal of a static billboard structure and construction of a new LED billboard structure along Interstate 680. Demolition, construction and operation of the structures would not significantly alter drainage based on the small area required for the support footing (5-foot diameter) and because the net impervious surface will remain relatively the same as a result of the removal and replacement aspect of the project. As a result, the proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site.
- d) The proposed removal and relocation component includes removal of a static billboard structure and construction of a new LED billboard structure along Interstate 680. Demolition, construction and operation of the structures would not significantly alter drainage based on the small area required for the support footing (5-foot diameter) and because the net impervious surface will remain relatively the same as a result of the removal and replacement aspect of the project. As a result, the proposed project would not 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 that would result in flooding on- or off-site.
- e) The proposed removal and relocation component includes removal of a static billboard structure and construction of a new LED billboard structure along Interstate 680. Demolition, construction and operation of the structures would not alter the amount of water run-off from the subject sites as there would be no change in grades and a very minimal, if any increase in impervious surfaces based on the removal and replacement aspect of the project. As a result, the proposed removal and relocation component would not 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) As discussed above, the proposed removal and relocation component would not alter grades or drainage in the area or increase impervious area. As a result, it would not otherwise substantially degrade water quality.
- g) The project does not propose any housing.
- h) The project site for the outdoor advertising structure construction is not located 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.
- i) The project site for structure construction and removal is not within the inundation area of any levee or dam.

OUTDOOR ADVERTISING STRUCTURE REMOVAL AND RELOCATION
INITIAL STUDY CHECKLIST
I. HYDROLOGY AND WATER QUALITY

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- j) The project site is not located within a zone expected to experience inundation by seiche, tsunami, or mudflow that would significantly damage the proposed project.

J. LAND USE AND PLANNING

Environmental Checklist

<i>LAND USE AND PLANNING ISSUES:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Checklist Findings

- a) The proposed project, both the zoning text amendment and removal and relocation components, would only allow relocated billboards in the Heavy Industrial district which is comprised of industrial developed areas. The introduction of an LED billboard on any sites within the Heavy Industrial district is not the type of use that would physically divide an established community. No impact would occur.
- b) As part of the implementation of the Federal Highway Beautification Act, California has entered into two agreements with the Federal Highway Administration (FHWA): one dated May 29, 1965, and a subsequent agreement dated February 15, 1968. The agreements generally provide that the State will control the construction of all outdoor advertising signs, displays and devices within 660 feet of the interstate highway right-of-way.

The agreements provide that such signs shall be erected only in commercial or industrial zones, and are subject to the following restrictions:

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- No signs shall imitate or resemble any official traffic sign, signal or device, nor shall signs obstruct or interfere with official signs;
- No signs shall be erected on rocks or other natural features;
- Signs shall be no larger than 25 feet in height and 60 feet in width, excluding border, trim and supports;
- Signs on the same side of the freeway must be separated by at least 500 feet; and
- Signs shall not include flashing, intermittent or moving lights, and shall not emit light that could obstruct or impair the vision of any driver.

California regulates outdoor advertising in the Outdoor Advertising Act (Business and Professions Code, Sections 5200 et seq.) and the California Code of Regulations, Title 4; Division 6 (Sections 2240 et seq.) Caltrans enforces the law and regulations. The Act prohibits signage along landscaped freeways (§5440). Segments of Interstate 680 in vicinity of the project site are designated as landscaped freeways. Caltrans has interpreted these provisions as allowing new billboards along such freeway segments if a relocation agreement has been approved pursuant to §5412 of the Outdoor Advertising Act.

The proposed zoning text amendment would ensure the project is consistent with the State's requirements for a relocation agreement as it will allow outdoor advertising structures only with a relocation agreement and subject to certain restrictions and/or requirements

The proposed removal and relocation component would comply with State regulations and would not 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) There are no habitat conservation plans, or natural community conservation plans applicable to the project site or any properties located within the Heavy Industrial district.

K. MINERAL RESOURCES

Environmental Checklist

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

Environmental Checklist Findings

- a) The proposed project includes removal of a static billboard structure and construction of a new LED billboard structure along Interstate 680. No mineral resources of regional value are known to exist on the project site or on any properties within the Heavy Industrial district. As a result, 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.
- b) Since there are no known mineral resources on the project site or within the Heavy Industrial district, the proposed project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

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L. NOISE

Environmental Checklist

<i>NOISE ISSUES:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Checklist Findings

The proposed zoning text amendment would only allow for new signs to be installed if an existing sign is being removed subject to the City's approval of a relocation agreement. As part of the review of the zoning text amendment it is too speculative to evaluate project specific impacts to noise issues that could occur from future proposals to relocate billboards as the sites are not known. However, the operation of LED billboards would not generate significant noise and as a result, similar to the removal and relocation component discussed below, implementation of the zoning text amendment would not be result in any significant impacts associated with excessive noise or vibration. See c) and d) below regarding airports and/or private airstrips.

Additionally, any future projects would be subject to environmental review at the time that they are proposed.

A specific discussion of the potential impacts associated with the currently proposed removal and relocation component is provided below for each checklist question.

- a) The proposed removal and relocation component includes removal of a static billboard structure and construction of a new LED billboard structure along Interstate 680 in an area that is subject to a relatively high level of ambient noise due to its location adjacent to Interstate 680 and the adjacent industrial uses. There are no noise sensitive receptors such as schools or residences located in the vicinity. The closest residential neighborhood is located more than 1 mile from the project site and the closest school is located more than 2 miles from the project site. Construction of the proposed project would result in temporary increases in noise levels. Given that the increase in noise would be for a short period (less than two weeks), would be regulated by the City's noise ordinance and there are not sensitive noise receptors in the project vicinity, the impact associated with construction noise would not be considered significant.

Operation of a digital billboard does not produce substantial levels of noise. The long-term noise impact from the proposed project on adjacent uses would be less than significant. As a result, the proposed project would not result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Any measurable noise effects would not have an impact.

- b) The proposed removal and relocation component includes removal of a static billboard structure and construction of a new LED billboard structure along Interstate 680 in area that is subject to a relatively high level of ambient noise due to its location adjacent to Interstate 680 and the adjacent industrial uses. The closest residential neighborhood is located more than 1 mile from the project site and the closest school is located more than 2 miles from the project site. There are no ground-borne vibration or noise sensitive receptors in the vicinity. Construction of the proposed project would result in temporary increases in vibration-related effects. However, given the increase would be for a short period (less than two weeks) and there are not sensitive receptors in the project vicinity, there would be no impact associated with construction-related vibration.

Operation of a digital billboard would not result in any vibration related effects. Therefore, the proposed project would not result in to or generation of excessive ground borne vibration or ground borne noise levels. Any measurable vibration effects would be short-term and would not have an impact.

- c) See response to item a) above.

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- d) Demolition of the structure to be removed and the construction of a new display structure would generate temporary construction noise in the immediate project vicinity that may be higher than current ambient noise levels. Construction activity related to the proposed project would be required to comply with the City's Noise Ordinance, which restricts the hours of operation for certain noise-producing equipment. As the closest residential neighborhood is located over 1 mile from the project site and the closest school is located more than 2 miles from the project site, the construction contractor would already be operating in a location far away from existing noise sensitive uses. The implementation of the proposed removal and relocation component would result in a less-than-significant temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.
- e) The project site or lands within the Heavy Industrial district are not located with an airport land use plan or within 2 miles of an airport.⁷ The closest airport is Buchanan Field which is located approximately 4 miles southeast of the project site. As a result there is no impact.
- f) The project site or lands within the Heavy Industrial district are not within the vicinity of a private airstrip; as a result there is no impact.

⁷ Contra Costa County, Contra Costa County Airport Land Use Compatibility Plan (December 2000).

M. POPULATION AND HOUSING

Environmental Checklist

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

Environmental Checklist Findings

- a) There are no growth-inducing elements to the project. The removal of an existing outdoor advertising structure and construction of one new outdoor advertising structure and any additional relocation structures that may be permitted as a result of zoning text amendment would not generate any additional population. No extension of facilities or services would be needed to implement the project. There is no impact
- b) The proposed project would not displace any existing houses or apartments. There is no impact.
- c) The proposed project would not displace people as there are no existing houses or apartments on the project site or within the Heavy Industrial district. There is no impact.

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N. PUBLIC SERVICES

Environmental Checklist

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

Environmental Checklist Findings

- a) The construction and operation of a digital outdoor advertising structure would not require public services except for cases of emergency on or around the structures itself. Advertising structures are constructed subject to State law and building codes, and would not present a substantial source of hazard. As a result, neither the zoning text amendment or removal and relocation component would significantly impact public services.

O. RECREATION

Environmental Checklist

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

Environmental Checklist Findings

- a-b) The project would not result in any increase in demand for recreational services or facilities as billboards do not generate population. As a result, there is no impact.

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P. TRANSPORTATION AND TRAFFIC

Environmental Checklist

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

Environmental Checklist Findings

- a) The project includes demolition of an existing outdoor advertising structure and construction of one new outdoor advertising structure along the Sinclair Highway/Interstate 680 and a zoning text amendment. No new land uses are proposed and increased vehicle trips would not be associated with this project or future relocation projects. Operation of these types of signs is subject to

regulations regarding timing of displays and other features that might otherwise result in driver distraction. Therefore the project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system.

- b) The project includes demolition of an existing outdoor advertising structure and construction of one new outdoor advertising structure along the Sinclair Highway/Interstate 680 and a zoning text amendment, which may allow additional relocating. No new land uses are proposed and increased vehicle trips would not be associated with this project.
- c) The project site is not located near an airport⁸ and would not result in any change to air traffic patterns.
- d) The proposed structure is proximate to Interstate 680 and would be viewed by drivers, raising the issue of potential distraction. Future relocations, if any, which may occur under the zoning text amendment, would also likely be near a freeway.

The Federal Highway Administration, Office of Safety and Research, summarized the results of surveys on billboards and safety as "mixed and inconclusive." Potential for distraction while driving is dependent upon several factors including how familiar the driver is with the route of travel, age of the driver, legibility of the advertisement, and specific roadway characteristics.⁹ California State Business and Professions Code regulates outdoor displays adjacent to any interstate highway so as to promote public health, safety, welfare, convenience and enjoyment of public travel, and to insure that information in the specific interest of the traveling public is presented safely and effectively while recognizing a reasonable freedom to advertise.

California's Outdoor Advertising Act (Business and Professions Code Section 5200) established minimum standards with respect to advertisements within 660 feet of the interstate right-of-way. This project includes construction of a new LED off-site advertising structure within 660 feet of Interstate 80 and is permitted per State Code because the proposed structure meets the definition of a "message center display." The State Code defines a message center as an "advertising display where the message is changed more than once every two minutes, but no more than once every four seconds."

⁸ Contra Costa County, Contra Costa County Airport Land Use Compatibility Plan (December 2000).

⁹ Federal Highway Administration, Office of Safety Research and Development, Human Centered Systems Team, *Research Review of Potential Safety Effects of Electronic Billboards on Driver Attention and Distraction*. September 11, 2001.

OUTDOOR ADVERTISING STRUCTURE REMOVAL AND RELOCATION

INITIAL STUDY CHECKLIST

P. TRANSPORTATION AND TRAFFIC

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Existing State regulations on message center displays visible from a State regulated highway include, but are not limited to a) flashing, intermittent or moving lights are prohibited; b) no display may include illumination or message change that is in motion, appears to be in motion, changes intensity or exposes the message for less than four seconds; c) no message center shall be located within 1,000 feet of another message center on the same side of the interstate; and d) shall not be illuminated so as to impair vision as set forth in the California Vehicle Code (Section 21466.5). The proposed removal and relocation component and any future relocation projects would be required to comply with the State Code related to advertising along Interstate 680, which would ensure any potential impacts are less than significant.

- e) The relocation of billboards pursuant to City and State regulations would not affect local emergency access.
- f) The removal and relocation of billboards would not result in any new land uses or increase vehicle trips. No impact would result.

Q. UTILITIES

Environmental Checklist

<i>UTILITIES ISSUES:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 projects projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, State, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Checklist Findings

a-g) The removal and relocation of billboards would not generate any wastewater or require a supply of potable water. The project would not generate any solid waste.

Construction and operation of the digital outdoor advertising structures would not require water, wastewater treatment, or solid waste treatment, and would not

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affect drainage based on the small area required for the support footing (5-foot diameter) and because the net impervious surface will remain relatively the same as a result of the removal and replacement aspect of the project. Installation of the proposed advertising structure would require coordination with various utility companies via the Underground Service Alert (USA) to prevent conflicts with subterranean pipelines. There would be no impact to utility.

R. MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Checklist

<i>MANDATORY FINDINGS OF SIGNIFICANCE ISSUES:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Checklist Findings

The proposed zoning text amendment would only allow for new signs to be installed if an existing sign is being removed subject to the City's approval of a relocation agreement. As part of the review of the zoning text amendment, it is too speculative to evaluate project specific impacts to mandatory findings of significance issues that could occur from future proposals to relocate billboards as future sites are not known. Future projects would be subject to environmental review at the time that they are proposed.

A specific discussion of the potential impacts associated with the currently proposed removal and relocation component is provided below for each checklist question.

- a) No sensitive biological or historical resources have been identified on the project site, and therefore there is no substantial evidence that the project will degrade these aspects of the environment.

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- b) As described in the sections A-Q above the proposed project would not have impacts that are individually limited, but cumulatively considerable.

- c) The construction activities and permitting of the demolition and construction of outdoor advertising structures would neither have individually limited nor cumulatively considerable adverse impacts and would not involve substantial adverse effects on human beings either directly or indirectly, including those for which project-level mitigation has been identified to reduce impacts to less than significant levels. These impacts include impacts related to the presence of unknown cultural resources, hazards or hazardous materials, or traffic hazards related to driver distraction. Any potential effect would be less than significant with the implementation of any mitigation measures identified in this analysis.

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**OUTDOOR ADVERTISING STRUCTURE REMOVAL AND REPLACEMENT
REFERENCES**

MITIGATION MONITORING PLAN

Mitigation Measure	Monitoring Responsibility	Monitoring Schedule	Monitoring Procedure	Date Completed	Initials
<p>F. GEOLOGY AND SOILS</p> <p>GEO-1: Plans submitted for a building permit for new construction shall incorporate the recommendations of a geotechnical investigation prepared for the site, and a qualified geotechnical engineer shall inspect and test all geotechnical aspects of the project's construction. The geotechnical report shall be accompanied by a signed statement from the author of the report or other licensed geologist or engineer with relevant expertise, certifying that the plans comply with the report's recommendations.</p>	<p>City of Martinez Building Department</p>	<p>Prior to approval of building permit.</p>	<p>Review plans for compliance with the geotechnical report's recommendations.</p>		