CITY OF SANTA CLARITA
MITIGATED NEGATIVE DECLARATION

[X] Proposed [ ] Final

MASTER CASE:	Master Case 18-182
PERMIT/PROJECT:	Tentative Parcel Map (TPM) 80287 – Four-lot Subdivision Master Case 18-182: Tentative Parcel Map 18-004 and Initial Study 18-005
APPLICANT:	Bill Rex
AGENT:	CRC Enterprises 27600 Bouquet Canyon Road, Suite 200 Santa Clarita, CA 91350 (661) 297-2336
PROJECT LOCATION:	South of Sultus Street, between Triumph Avenue and Tannahill Avenue Assessor's Parcel Number (APN): 2841-018-071

DESCRIPTION OF THE PROJECT:
The applicant is requesting approval of Tentative Parcel Map (TPM) 80287. The proposed TPM would subdivide the existing 19.87-acre parcel and would create four new lots. Two lots would be accessed from Triumph Avenue and two lots would be accessed from Tannahill Avenue. A single-family home could be developed on each newly created lot in the future, but no new development is being proposed with this request. No oak trees onsite would be removed as part of this subdivision. The project site is zoned Non-Urban 4 in the community of Canyon Country, within the Sand Canyon Special Standards District.

Based on the information contained in the Initial Study prepared for this project, and pursuant to the requirements of Section 15070 of the California Environmental Quality Act (CEQA), the City of Santa Clarita

[ ] City Council [X] Planning Commission [ ] Director of Community Development

finds that the project as proposed or revised will have no significant effect upon the environment, and that a Mitigated Negative Declaration shall be adopted pursuant to Section 15070 of CEQA.

Mitigation measures for this project
[ ] Are Not Required [X] Are Attached [ ] Are Not Attached

Patrick Leclair
PLANNING MANAGER

Prepared by: _____ Andy Olson, Associate Planner
(Signature) (Name/Title)

Approved by: _____ Erika Iverson, Senior Planner
(Signature) (Name/Title)

Public Review Period From December 26, 2023 To January 16, 2024
Public Notice Given On December 26, 2023

[X] Legal Advertisement [X] Posting of Properties [X] Written Notice

CERTIFICATION DATE:

California Environmental Quality Act
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Rexhall Project

Lead Agency:

City of Santa Clarita
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Santa Clarita, CA 91355
(661) 255–4330
Contact: Andy Olson

Prepared by:

Michael Baker INTERNATIONAL

3760 Kilroy Airport Way, Suite 270
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Office: (562) 200-7165

DECEMBER 2023

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INITIAL STUDY

CITY OF SANTA CLARITA

Project Title/Master Case Number:	Rexhall Project Master Case 18-182
Lead Agency Name and Address:	City of Santa Clarita 23920 Valencia Boulevard, Suite 302 Santa Clarita, CA 91355
Contact Person and Phone Number:	Andy Olson Associate Planner (661) 255-4330 aolson@santa-clarita.com
Project Location:	The Project would be developed on a vacant 19.87-acre site located at APN 2841-018-071 (Project Site) within the southeast in the City of Santa Clarita.[1] As shown in **Figure 1**, primary regional access to the Project Site is provided by the Antelope Valley Freeway (State Route [SR] 14) approximately 1.9 miles to the north, the Foothill Freeway (Interstate [I] 210) approximately 5.1 miles to the south, and the Golden State Freeway (I-5) approximately 6.5 miles to the southwest of the Project Site. As shown in **Figure 2**, the Project Site is located at the southeast corner of Triumph Avenue and Diver Street and is bounded by Triumph Avenue to the west, Tannahill Avenue to the east, residential uses to the north, and vacant land to the south. The Project Site is also located within the Sand Canyon Special Standards District area.
Applicant's Name and Address:	Rexhall Company 45640 23rd St. W. Lancaster, CA 93536
General Plan Designation and Zoning:	The Project Site is designated as Non-Urban Residential in the City's General Plan and is zoned Non-Urban 4 (NU4).[2] Per Santa Clarita General Plan and Santa Clarita Municipal Code (SCMC) Section 17.32.040, the NU4 designation provides for the maintenance and expansion of rural communities that are distinguished by large lot sizes (generally two acres or greater), agricultural and equestrian uses, and an absence of urban services. Uses in this designation could include single-family homes at a maximum density of one dwelling unit per two acres, agriculture, equestrian uses, private recreation, and public and institutional facilities serving the local area. Supportive commercial uses serving the local area would also be allowed with certain requirements.

[1] The parcel was previously identified as APN 2841-018-035 but was subsequently renumbered for reasons unrelated to the project and its site boundaries. The Project Site is identified as APN 2841-018-071, effective April 9, 2021.

[2] City of Santa Clarita, General Plan Map https://www.santa-clarita.com/home/showpublisheddocument/16338/638121386187130000; City of Santa Clarita, Zoning Map, February 2023, https://www.santa-clarita.com/home/showpublisheddocument/16336/638119886928430000, accessed June 17, 2023.

Description of Project and Setting:

Existing Conditions

The Project Site is currently vacant and undeveloped with remnants of one building foundation associated with a building that was constructed between 1978 and 1985 and demolished by 1992. The Project Site also includes dirt access paths/trails, 162 Coast Live Oak trees, and vegetation.[3] The Coast Live Oak trees would be retained as part of the Project. The overall site has an average slope of 8.4 percent, while the northwestern portion of the Project Site has an average slope of 16.2 percent.

Proposed Project

Project Overview

The Project includes the development of four single-family homes on a 19.87-acre (865,340-square-foot) site. As shown in **Figure 3**, the Project Site would be subdivided into four parcels, each of which would accommodate a single-family building pad. The proposed four parcel sizes are: 4.98 acres, 4.99 acres, 5.00 acres, and 4.90 acres. To accommodate the Project, site preparation would involve grading and construction, septic leaching fields, and access driveways. The two proposed homes within the western parcels of the Project Site would be accessed via Triumph Avenue, and the two proposed homes within the eastern parcels of the Project Site would be accessed via Tannahill Avenue. To accommodate the Project, site balancing would occur with a cut of 5,163 cubic yards and fill of 4,656 cubic yards of earthwork.[4] As proposed, the Project would retain all 162 Coast Live Oak trees currently onsite.

Development Standards

As described above, the maximum density allowed within NU4 zones is one dwelling unit per two acres. In addition, pursuant to SCMC Section 17.32.040, NU4 zones are subject to 20-foot front yard setbacks, 15-foot rear yard setbacks, 5-foot side yard setbacks, and 20-foot side yard setbacks for reverse corner lots. Without a Conditional Use Permit (CUP), main structures and accessory structures are allowed a maximum height of 35 feet. Distances between main structures must be at least 10 feet, and distances between main and accessory structures must be at least 6 feet. Pursuant to SCMC Section 17.39.030, new developments within the Sand Canyon Special Standards District area are also required to provide riding/hiking trails per the Sand Canyon Backbone Trails exhibit on file with the City's Parks, Recreation, and Community Services Department, as approved by the Department Director.

[3] Trees, etc. (division of RDI & Associates, Inc.), Oak Tree Report prepared for the Project, revised January 15, 2021. See **Appendix A** of this IS/MND.

[4] The difference between the cut and fill amounts is due to shrinkage/recompaction.

Access and Trails

Vehicular access to the two proposed homes within the western parcels would be available via a proposed 20-foot wide driveway along Triumph Avenue. Vehicular access to the two proposed homes within the eastern parcels would have individual 20-foot wide driveways along Tannahill Avenue.

To comply with the Sand Canyon Backbone Trails Corridor Extension and SCMC Section 17.39.030, the Project would provide a 12-foot wide trail easement along the western and southern edges of the Project Site.

Sustainability Features

The Project would comply with the latest California Green Building Standards Code, the current version of which is the 2022 California Green Building Standards Code, which was adopted by reference by the City of Santa Clarita per SCMC Chapter 25.01, and would provide sustainability features such as energy efficient appliances and lighting, a solar-ready roof, and low-flow water fixtures. The Project would comply with the SCMC Section 9.38.035.A.1 by utilizing drought tolerant plant materials and water-efficient irrigation and landscape guidelines. In addition, the Project's landscaping plan would be reviewed by the City prior to issuance of a grading permit.

Anticipated Construction Schedule

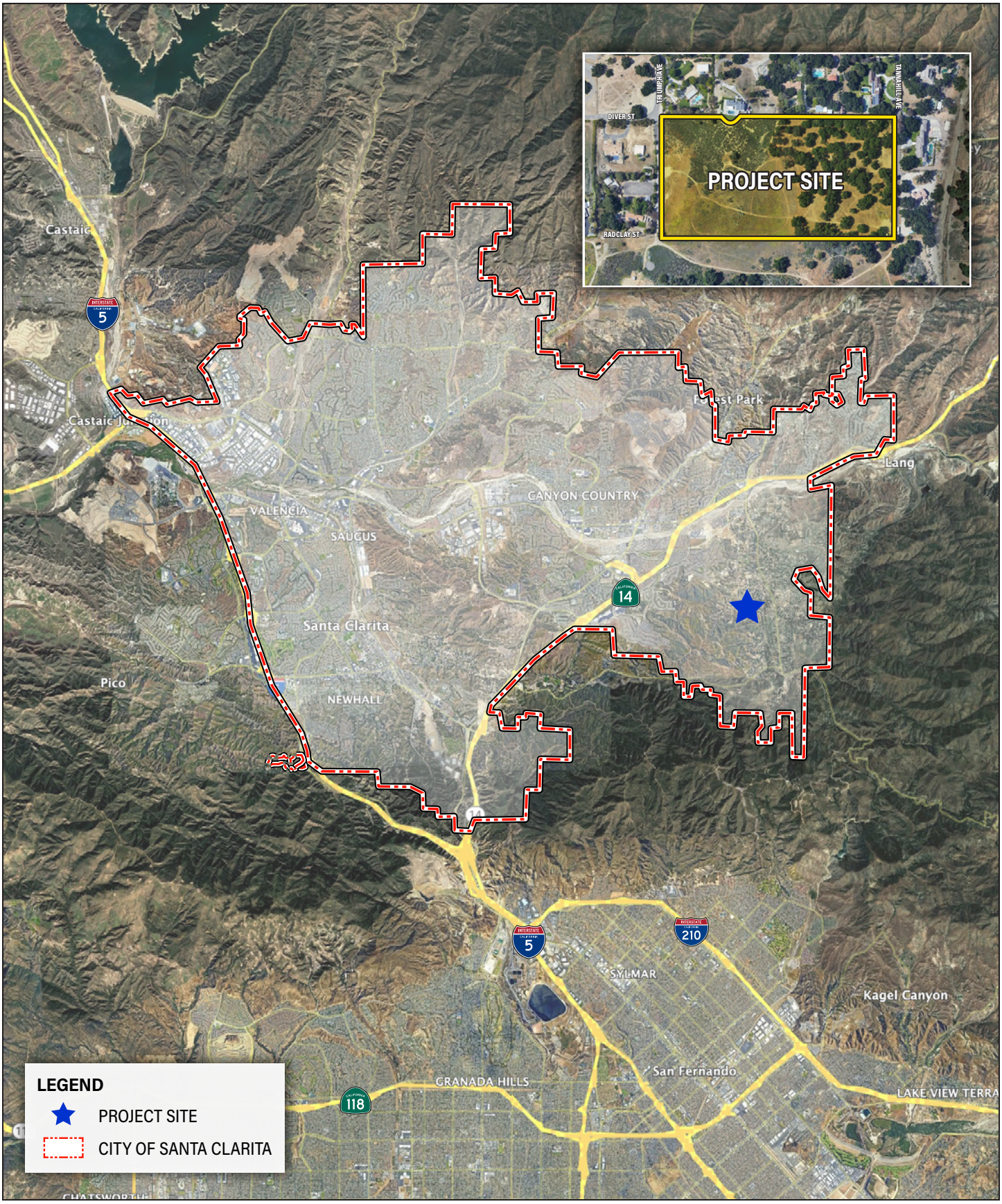
Construction activities of the Project would begin with site clearance and grading, involving site balancing with a cut of 5,163 cubic yards and fill of 4,656 cubic yards of earthwork. This would be followed by construction of the four single-family homes, septic leaching fields, and access driveways. The Project would also install new utility connections from existing public infrastructure to serve the Project; no off-site improvements are needed. Project construction is anticipated to be completed in 17 months.

Required Approvals

Pursuant to Article 4 of the CEQA Guidelines, the City of Santa Clarita is the lead agency for this Project, taking primary responsibility for conducting environmental review and approving or denying the Project. The entitlements, reviews, permits, and approvals required to implement the Project are as follows:

- **Tentative Parcel Map** to create new lots on the Project Site
- **Landscape Plan Review** to ensure City's landscaping standards are met prior to issuance of a grading permit.
- **Minor Use Permit** to allow grading for a quantity in exceedance of 10,000 cubic yards.
- Other discretionary and ministerial permits and approvals that may be deemed necessary to construct and operate the Project, including, but not limited to, building permits.

Surrounding Land Uses:	Surrounding uses in the vicinity of the Project Site include residential uses to the west across Triumph Avenue, east across Tannahill Avenue, and north of the Project Site. Vacant land is located to the south with residential uses farther to the south.
Other Public Agencies whose Approval is Required:	Los Angeles County Fire Department
California Native American Consultation Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1?	Yes, the City has conducted consultation. Refer to the discussion under Checklist Section XVIII, Tribal Cultural Resources.



Source: Google Earth Pro, December 2023

Michael Baker INTERNATIONAL

NOT TO SCALE

12/2023 • JN 187935

Rexhall Project

Regional Location Map

Figure 1

Source: Google Earth Pro, December 2023

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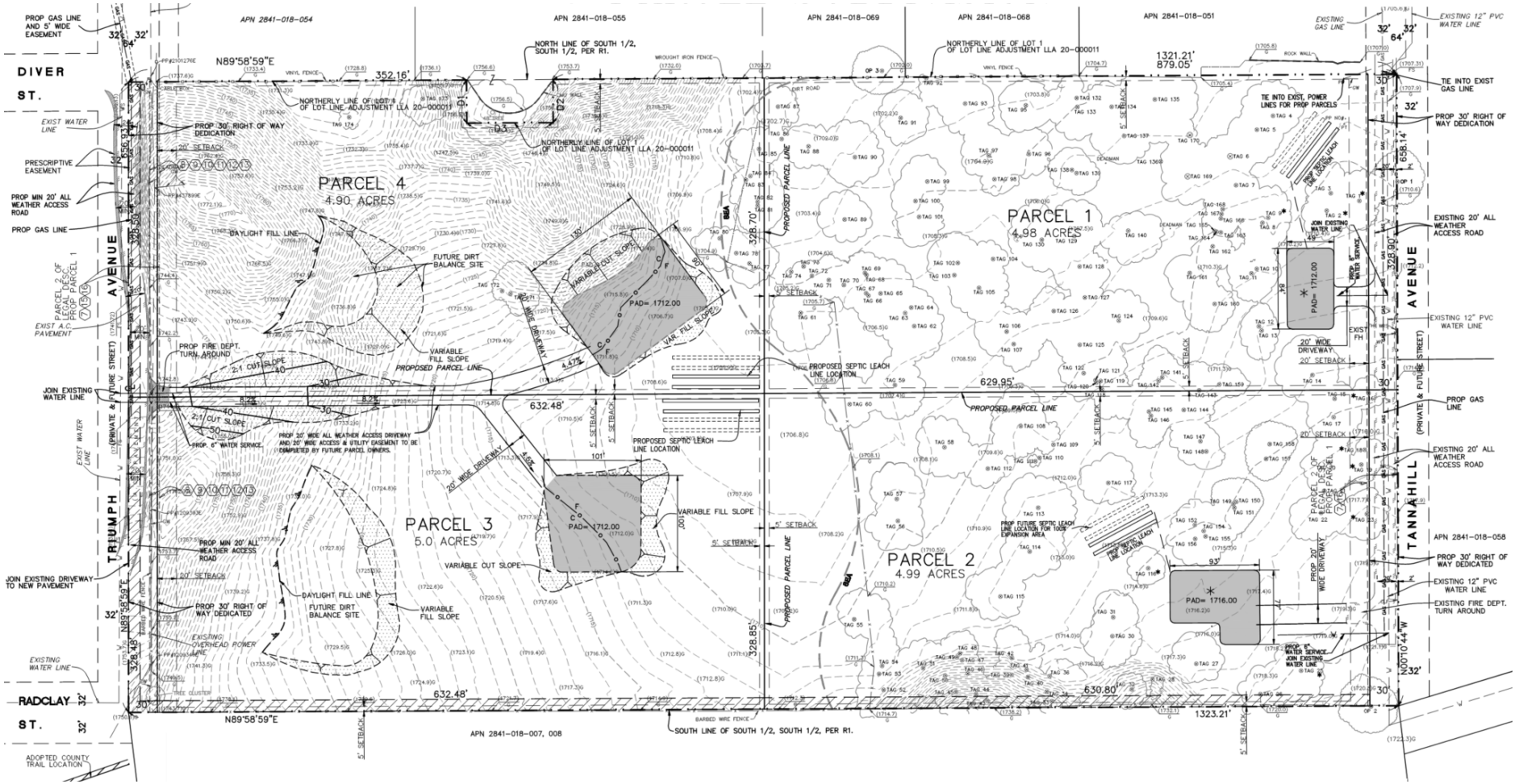
Rexhall Project

Project Location Map

Figure 2



Source: CRC Enterprises, 2023

Michael Baker INTERNATIONAL

NOT TO SCALE

12/2023 • JN 187935

Rexhall Project

Project Location Map

Figure 3

A. 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" or a "Less Than Significant Impact With Mitigation Incorporated" as indicated by the checklist on the following pages.

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

B. DETERMINATION:

On the basis of this initial evaluation:

☐ I find that the project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that, although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made 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 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 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 ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: _____, Associate Planner — 12/20/23
Name, Title — Date

Signature: _____, Senior Planner — 12/20/23
Name, Title — Date

C. DISCUSSION OF ENVIRONMENTAL IMPACTS

I. AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. In non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Explanation of Checklist Responses

Pursuant to Senate Bill (SB) 743 (Public Resources Code [PRC] Section 21099[d]), "aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment." The Project Site is not located on an infill site or within a transit priority area as defined by PRC Section 21099. As such, the Project's aesthetic impacts are further evaluated below.

a. Would the project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. A scenic vista is generally considered a publicly accessible, prominent vantage point that provides expansive views of highly valued landscapes or prominent visual elements, as defined by local plans or policies. These may include panoramic views that are associated with an urban skyline, valley mountain range, the ocean, or other water bodies. Scenic views and viewsheds are typically defined by physical features that frame the boundaries or context of scenic resources, such as natural open space, topographic formations, landscapes, water bodies, and/or large native trees. A region's topography can lend aesthetic value through the creation of public view corridors of ridgelines, and through the visual backdrop created by mountains and hillsides. Viewsheds and scenic vistas may include views of both natural and built environments, and are also considered important scenic resources.

As described in the Conservation and Open Space Element of the General Plan, the Project Site is located in the Sand Canyon area, which runs northward from the steep slopes in the Angeles

National Forest to the Santa Clara River floodplain. The character of the canyon ranges from heavy woodland to large, rustic rural estates with abundant trees, while views from the upper reaches of the canyon include the valley floor. The Project Site is located in the eastern portion of the City where surrounding uses in the vicinity of the Project Site include residential uses and vacant land. The 19.87-acre Project Site is characterized by relatively flat topography with gentle hills and includes Coast Live Oak trees predominately in the eastern portion of the site.[5] The overall site has an average slope of 8.4 percent, while the northwestern portion of the Project Site has an average slope of 16.2 percent. The Project Site and development of low-rise single-family homes would not impact a scenic vista because grading of the site would be balanced during construction and is situated at an overall lower elevation when compared to the surrounding vicinity. Beyond the private/gated community in which the Project Site is located, surrounding areas of the Sand Canyon area and the City provide higher publicly accessible elevations and vantage points where scenic vistas can provide distinctive and expansive landscaping views. Located within 2 miles of the Project Site, these include the Golden Valley Ranch open space to the west and southwest and the East Walker Ranch open space to the south. The Golden Valley Ranch open space includes over 900 acres of woodland along a Santa Clarita Valley ridgeline with various trails and lookout points, and the East Walker Ranch open space includes 140 acres of land with various trails and lookout points.[6] Furthermore, the Project would provide a 12-foot wide trail easement along the western and southern edges of the Project Site, which would expand access to vantage points for the public. In addition, the Project would retain the onsite Coast Live Oak trees and preserve the existing visual character and quality of public views of the site and its surroundings. Therefore, the Project would not have a substantial adverse effect on a scenic vista, and impacts would be less than significant.

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The Project Site is not located along or within a designated state scenic highway.[7] The Project Site is located approximately 5.4 miles northeast of a State Route 210 segment that is considered an eligible state scenic highway and 6.6 miles northeast of an Interstate 5 segment that is considered an eligible state scenic highway. The nearest officially designated state scenic highway is a segment of the Angeles Crest Highway (State Route 2), which is located approximately 16 miles southeast of the Project Site. As such, the Project Site is not visible from designated or eligible state scenic highways. The proposed Project would not require removal of, or impact views of, any scenic resources such as trees, rock outcroppings, or historic buildings within a state scenic highway or a locally designated scenic highway. Therefore, the Project would have no impact to scenic resources within a state scenic highway.

c. In non-urbanized area, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

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5 Trees, etc. (division of RDI & Associates, Inc.), Oak Tree Report prepared for the Project, revised January 15, 2021. See **Appendix A** of this IS/MND.

6 City of Santa Clarita Economic Development, Hike Santa Clarita, https://visitsantaclarita.com/hiking/hike-santa-clarita/, accessed October 19, 2023.

7 California Department of Transportation, California State Scenic Highway System Map, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed August 21, 2023.

Less Than Significant Impact. According to CEQA Section 21071, an urbanized area is defined as an incorporated city that has a population of at least 100,000 persons. As the incorporated City of Santa Clarita has a population of over 220,000 persons, the Project Site would be considered an urbanized area.[8] As detailed in response to Checklist Question XI.b, the Project would not conflict with the City's zoning for Non-Urban 4 (NU4) sites and provisions of SCMC Section 17.39.030 for new developments within the Sand Canyon Special Standards District area. In addition, the Project would retain and preserve in place the 162 existing Coast Live Oak trees located onsite. Also, with regard to landscaping, the Project would undergo Landscape Plan Review to ensure City's landscaping standards are met prior to issuance of a grading permit per SCMC Section 17.23.150. Therefore, the Project would not conflict with applicable zoning and other regulations governing scenic quality, and impacts would be less than significant.

d. Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The two primary sources of light introduced by a project include those emanating from building interiors that pass through windows, and light from exterior sources, such as street lighting, building illumination, security lighting, and landscape lighting. Depending on the location of the light source and its proximity to adjacent light-sensitive uses, light introduction may become a nuisance, affecting adjacent areas and diminishing the view of the clear night sky. Light spillage is typically defined as unwanted illumination from light fixtures on adjacent properties.

The Project would involve the use of interior lighting that is typical of single-family residences. The lighting may be visible from surrounding areas during the nighttime; however, the internal lighting would not be directed outward from the buildings and would be consistent in type and intensity with existing sources of light within the vicinity, which includes other single-family residences. With regard to outdoor lighting, the Project and the future homeowners would be required to comply with SCMC Section 17.51.050, Outdoor Lighting Standards, such that all outdoor lighting would be directed downward to prevent off-site glare and the illuminating of other properties. Outdoor lighting would also be required to be screened and/or shielded from surrounding properties and streets. As a result, no light from the Project is expected to spill onto adjacent properties or be a substantial source of light from off-site locations.

Glare and glint refer to the unwanted reflection of the sun's rays or other forms of light by the face of a reflective surface. Glare is primarily a daytime occurrence caused by the reflection of sunlight or artificial light by highly polished surfaces such as window glass or reflective materials and, to a lesser degree, from broad expanses of light-colored surfaces. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights. Glare generation is typically related to either moving vehicles or sun angles. However, the proposed layout of the proposed residences, which would be spread out on the 19.87-acre Project Site, would prevent glare from causing significant impacts. In addition, while headlights from vehicles entering and exiting the Project's driveways would be visible to vehicles in the right-of-way, such lighting sources would be typical for the Project area and would not adversely affect views.

Therefore, the Project would result in a less than significant impact related to light and glare.

[8] Southern California Association of Governments, Connect SoCal, 2020–2045 RTP/SCS, Demographics and Growth Forecast Technical Report, September 2020.

II. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. ***Would the project:***	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
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 nonagricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Explanation of Checklist Responses

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?

No Impact. Based on the Farmland Mapping and Monitoring Program (FMMP), the Project Site is identified as Other Land, which is defined as land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.[9] The Project would not be located on or near Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and no agricultural uses or operations occur on-site or within the vicinity of the Project Site. Therefore, the Project would not convert Farmland to a non-agricultural use, and no impact would occur.

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The Project Site is zoned Non-Urban 4 (NU4), which allows single-family homes, agriculture, equestrian uses, private recreation, and public and institutional facilities serving the local area, as stated in SCMC Section 17.32.040. As the Project would propose four single-family residences at the zone's allowed density, the Project would not conflict with the zone's allowed uses. In addition, the Project Site is not part of a Williamson Act contract or any other sort of deed or land use restriction intended to preserve or foster agricultural uses.[10] Therefore, the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and no impact would occur.

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. As noted above, the Project Site is zoned NU4, which allows single-family homes, agriculture, equestrian uses, private recreation, and public and institutional facilities serving the local area, as stated in SCMC Section 17.32.040. The Project Site is undeveloped and does not include forestland or timberland. Surrounding uses in the vicinity of the Project Site include single-family residential uses and vacant undeveloped land that does not consist of forestland or timberland. Therefore, the Project would not conflict with existing zoning for forest or timberland or cause rezoning of forest or timberland, and no impact would occur.

d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. As described in response to Checklist Question II.c, the Project Site is undeveloped and does not include forestland or timberland. Therefore, the Project would not result in the conversion of forestland to non-forest use, and no impact would occur.

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[9] California Department of Conservation, California Important Farmland Finder, https://maps.conservation.ca.gov/DLRP/CIFF/, accessed April 1, 2023.

[10] California Department of Conservation, California Williamson Act Enrollment Finder, https://gis.conservation.ca.gov/portal/home/webmap/viewer.html?webmap=18f7488c0a9d4d299f5e9c33b312f312, accessed April 1, 2023.

e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or conversion of forest land to non-forest use?

No Impact. The Project would be located within an area that includes single-family residential uses and vacant undeveloped land. There are no areas designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on or near the Project Site, and no forest lands exist within the vicinity of the project site. Therefore, the Project would not involve changes in the existing environment that could result in conversion of Farmland to nonagricultural use or the conversion of forest land to non-forest use. Therefore, no impact would occur.

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
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 that exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Explanation of Checklist Responses

The following analysis is based in part on the information contained in the *Air Quality/Greenhouse Gas Emissions/Energy Data* prepared for the Project by Michael Baker International, which is included as **Appendix B** of this IS/MND.

REGULATORY FRAMEWORK

The South Coast Air Quality Management District (SCAQMD) provides guidance to lead agencies on how to evaluate project air quality impacts related to the following criteria: (1) cause or contribute to any new violation of any air quality standard; (2) increase the frequency or severity of any existing violation of any air quality standard; or (3) delay timely attainment of any air quality standard or any required interim emission reductions or other milestones of any federal attainment plan.

The SCAQMD's *South Coast AQMD Air Quality Significance Thresholds* provides regional air quality significance thresholds for both construction and operation of projects within the SCAQMD jurisdictional boundaries. If the SCAQMD thresholds are exceeded, a potentially significant impact could result.[11] If a project generates emissions in excess of the established mass daily emissions thresholds, a significant air quality impact may occur, and additional analysis is warranted to fully assess the significance of impacts. **Table III-1**, SCAQMD Regional Air Quality Significance Thresholds, summarizes SCAQMD's regional thresholds.

[11] It is acknowledged that although these thresholds developed by the SCAQMD are available, ultimately, it is the Lead Agency under CEQA who determines the thresholds of significance for impacts.

Table III-1
SCAQMD Regional Air Quality Significance Thresholds

Air Pollutant[1]	Mass Daily Emission Threshold (lb/day)	
	Construction	Operation
NO_X	100	55
VOC	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
SO_X	150	150
CO	550	550

Key: SCAQMD = South Coast Air Quality Management District; lb/day = pounds per day; NO_X = oxides of nitrogen; VOC = volatile organic compounds; PM_{10} = directly emitted particulate matter with an aerodynamic diameter less than or equal to 10 microns; $PM_{2.5}$ = directly emitted particulate matter with an aerodynamic diameter less than or equal to 2.5 microns; SO_X = oxides of sulfur; CO = carbon monoxide.

Notes:
1. SCAQMD also provides mass daily emission thresholds for lead of 3 lb/day for both construction and operation. However, lead is not a pollutant of concern in this study because the proposed Project would not produce substantial lead emissions.

Source: South Coast Air Quality Management District, *South Coast AQMD Air Quality Significance Thresholds*, https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25, revised March 2023.

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The Project is located within the South Coast Air Basin (Basin), which is governed by the South Coast Air Quality Management District (SCAQMD). In order to reduce emissions, the SCAQMD adopted the 2022 Air Quality Management Plan (2022 AQMP) which establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving State and Federal air quality standards. The AQMP is a regional and multi-agency effort including the SCAQMD, California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the U.S. Environmental Protection Agency (EPA).

The 2022 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The SCAQMD considers projects that are consistent with the AQMP, which is intended to bring the Basin into attainment for all criteria pollutants, to also have less than significant cumulative impacts.

The SCAQMD established two criteria for determining consistency with the AQMP. The first criterion considers whether a project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay attainment of air quality standards. The second criterion considers whether a project would be consistent with the population, housing, and employment growth projections utilized by the AQMP.

Criteria for determining consistency with the AQMP are defined by the following indicators:

Criterion 1:

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

a) *Would the project result in an increase in the frequency or severity of existing air quality violations?*

Since the consistency criteria identified under the first criterion pertains to pollutant concentrations rather than to total regional emissions, an analysis of the Project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating project consistency. As discussed in response to Checklist Question III.d, below, localized contributions of CO, NO_X, and particulate matter (PM_{10} and $PM_{2.5}$) from the project would be less than significant during project construction and operation. Therefore, the proposed Project would not result in an increase in the frequency or severity of existing air quality violations. Due to the role ROGs play in O_3 formation, ROG is classified as a precursor pollutant, and only a regional emissions threshold has been established. It is noted that the emission of ROGs as a result of the proposed Project would not exceed the regional emissions threshold; refer to response to Checklist Questions III.b and III.c, below. As such, the Project would not cause or contribute to localized air quality violations or delay the attainment of air quality standard or interim emissions reductions specified in the AQMP.

b) *Would the project cause or contribute to new air quality violations?*

As discussed below in response to Checklist Questions III.b and III.c, the proposed Project would result in emissions that would be below the SCAQMD's thresholds for regional and localized emissions. Therefore, the proposed Project would not have the potential to cause or affect a violation of the ambient air quality standards.

c) *Would the project delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?*

The proposed Project would result in less than significant impacts with regard to localized concentrations during project construction and operations. As such, the proposed Project would not delay the timely attainment of air quality standards or 2022 AQMP emissions reductions.

Criterion 2:

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the Basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining Project consistency focuses on whether the proposed project exceeds the assumptions utilized in preparing the forecasts presented in the 2022 AQMP. Determining whether a project exceeds the assumptions reflected in the 2022 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

a) *Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?*

Growth projections included in the 2022 AQMP form the basis for the projections of air pollutant emissions and are based on General Plan land use designations and SCAG's 2020-2045 RTP/SCS demographics forecasts. The population, housing, and employment forecasts within the 2020-2045 RTP/SCS are based on local general plans as well as input from local governments, such as the City. The SCAQMD has incorporated these same demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment) into the 2022 AQMP.

The Project proposes construction of four single-family homes. The project site is designated Non-Urban 4 (NU 4) by the City's General Plan and Zoning Code, which allows single-family homes at a maximum density of one dwelling unit per two acres, agriculture, equestrian uses, private recreation, and public and institutional facilities serving the local area. The Project proposes four single-family homes on an approximately 20-acre site, which is equivalent to approximately one dwelling unit per five acres. Therefore, the Project would be consistent with the site's current land use designation and zoning and would not require a General Plan Amendment or Zone Change. In addition, the proposed Project would cause minimal population growth and would not induce substantial unplanned population growth exceeding existing local conditions and/or regional population projections. Therefore, the proposed Project would be consistent with the types, intensity, and patterns of land use envisioned for the Project area in the 2020-2045 RTP/SCS and 2022 AQMP.

b) *Would the project implement all feasible air quality mitigation measures?*

The proposed Project would not require mitigation as it would result in less than significant air quality impacts; refer to response to Checklist Questions III.b through III.e. In addition, the Project would comply with all applicable SCAQMD rules and regulations, including Rule 402 and Rule 403 that require excessive fugitive dust emissions controlled by regular watering or other dust prevention measures, and Rule 1113 that regulates the VOC content of paint. As such, the proposed Project meets this AQMP consistency criterion.

c) *Would the project be consistent with the land use planning strategies set forth in the AQMP?*

Land use planning strategies set forth in the 2022 AQMP are primarily based on the 2020-2045 RTP/SCS. The Project would be located approximately 1.36 miles southeast of the Vista Canyon Metrolink Station and approximately two miles south from existing Santa Clarita Transit bus stops. Additionally, the Project would require new residential development to install listed raceway to accommodate branch circuits for electric vehicle chargers in accordance with the 2022 Title 24 standards and CALGreen Code. Thus, the Project would promote alternative transportation options and would not conflict with land use planning strategies set forth in the 2022 AQMP. As such the proposed Project would achieve this 2022 AQMP consistency criterion.

In conclusion, the determination of 2022 AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the Basin. The proposed Project would not result in a long-term impact on the region's ability to meet State and Federal air quality standards. Further, the proposed Project's long-term influence on air quality in the Basin would also be consistent

with the SCAQMD and SCAG's goals and policies and is considered consistent with the 2022 AQMP. Therefore, Project impacts would be less than significant.

b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

c. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?

Less Than Significant Impact.

Criteria Pollutants

Carbon Monoxide (CO). CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions. CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of carbon monoxide.

Ozone (O_3). O_3 occurs in two layers of the atmosphere. The layer surrounding the Earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratosphere (the "good" ozone layer) extends upward from about 10 to 30 miles and protects life on Earth from the sun's harmful ultraviolet rays. "Bad" O_3 is a photochemical pollutant, and needs volatile organic compounds (VOCs), NO_X, and sunlight to form; therefore, VOCs and NO_X are O_3 precursors. To reduce O_3 concentrations, it is necessary to control the emissions of these O_3 precursors. Significant O_3 formation generally requires an adequate number of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O_3 concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O_3 in the upper atmosphere (stratosphere) protects the Earth from harmful ultraviolet radiation, high concentrations of ground-level O_3 (in the troposphere) can adversely affect the human respiratory system and other tissues. O_3 is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O_3. Short-term exposure (lasting for a few hours) to O_3 at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Nitrogen Dioxide (NO_2). NO_X are a family of highly reactive gases that are a primary precursor to the formation of ground-level ozone and react in the atmosphere to form acid rain. NO_2 (often used interchangeably with NO_X) is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO_2 occur in areas that have a high concentration of combustion

sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO_2 can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued, or frequent exposure to NO_2 concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO_2 may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

Coarse Particulate Matter (PM_{10}). PM_{10} refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM_{10} arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM_{10} scatters light and significantly reduces visibility. In addition, these particulates penetrate into lungs and can potentially damage the respiratory tract. On June 19, 2003, the California Air Resources Board (CARB) adopted amendments to the Statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter ($PM_{2.5}$). Due to recent increased concerns over health impacts related to $PM_{2.5}$, both State and Federal $PM_{2.5}$ standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In 1997, the U.S. Environmental Protection Agency (EPA) announced new $PM_{2.5}$ standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the EPA, the United States Supreme Court reversed this decision and upheld the EPA's new standards. On January 5, 2005, the EPA published a Final Rule in the Federal Register that designates the Basin as a nonattainment area for Federal $PM_{2.5}$ standards. On June 20, 2002, the CARB adopted amendments for Statewide annual ambient particulate matter air quality standards. These standards were revised and established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some parts of the year, and the Statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.

Sulfur Dioxide (SO_2). SO_2 is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. SO_2 is often used interchangeably with SO_X. Exposure of a few minutes to low levels of SO_2 can result in airway constriction in some asthmatics.

Volatile Organic Compounds (VOC). VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O_3 to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include CO, CO_2, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The SCAQMD uses the terms VOC and ROG interchangeably (see below).

Reactive Organic Gases (ROG). Similar to VOC, ROG are also precursors in forming O_3 and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process.

Smog is formed when ROG and NO_X react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant.

Short-Term Construction

The Project involves construction activities associated with grading, building construction, paving, roadway construction, and architectural coating. The Project would be constructed in a single phase, with construction anticipated to begin in late 2023 and be completed in early 2025. Exhaust emission factors for typical diesel-powered heavy equipment are based on the California Emissions Estimator Model version 2022.1.1(CalEEMod) program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or off-site. The analysis of daily construction emissions has been prepared utilizing CalEEMod. Refer to **Appendix B** for the CalEEMod outputs and results. **Table III-2**, Short-Term Construction Emissions, presents the anticipated daily short-term construction emissions.

Fugitive Dust Emissions

Construction activities are a source of fugitive dust emissions that may have a temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the project area. Fugitive dust emissions are primarily associated with land clearing, ground excavation, cut-and-fill, and truck travel on unpaved roadways. Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions. Fugitive dust from construction is expected to be short-term and would cease upon project completion. It should be noted that most of this material is inert silicates, rather than the complex organic particulates released from combustion sources, which are more harmful to health.

Table III-2
Short-Term Construction Emissions

Construction Related Emissions	Pollutant (pounds/day)[1,2]					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Year 1	4.81	47.8	41.7	0.08	4.76	2.87
Year 2	1.21	11.2	13.2	0.02	0.59	0.46
Year 3	2.38	7.53	10.9	0.01	0.54	0.37
Maximum Daily Emissions	***4.81***	***47.8***	***41.7***	***0.08***	***4.76***	***2.87***
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Is Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
1. Emissions were calculated using CalEEMod, version 2022.1.1 Emissions represent a worst-case scenario and are therefore presented as a conservative analysis.
2. The reduction/credits for construction emissions are based on adjustments to CalEEMod and are required by the SCAQMD Rules. The adjustments applied in CalEEMod include the following: properly maintain mobile and other construction equipment; replace the ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; and limit speeds on unpaved roads to 15 miles per hour.

Source: Refer to **Appendix B** for detailed model input/output data.

Dust (larger than 10 microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM_{10} (particulate matter smaller than 10 microns) generated as a part of fugitive dust emissions. PM_{10} poses a serious health hazard alone or in combination with other pollutants. $PM_{2.5}$ is mostly produced by mechanical processes. These include automobile tire wear, industrial processes such as cutting and grinding, and re-suspension of particles from the ground or road surface by wind, and human activities such as construction or agriculture. $PM_{2.5}$ is mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO_X and SO_X combining with ammonia. $PM_{2.5}$ components from material in the earth's crust, such as dust, are also present, with the amount varying in different locations.

Construction activities would comply with SCAQMD Rule 402, which requires the implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site, and Rule 403, which requires excessive fugitive dust emissions controls like regular watering or other dust prevention measures. Adherence to SCAQMD Rule 402 and Rule 403 would greatly reduce PM_{10} and $PM_{2.5}$ concentrations. It should be noted that these estimated reductions were applied in CalEEMod. As depicted in **Table III-2**, total PM_{10} and $PM_{2.5}$ emissions would not exceed the SCAQMD thresholds during construction upon implementation of the SCAQMD Rules. Thus, construction-related fugitive dust impacts would be less than significant.

Construction Equipment and Worker Vehicle Exhaust

Exhaust emissions (e.g., NO_x and CO) from construction activities include emissions associated with the transport of machinery and supplies to and from the Project Site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to/from the site. As presented in **Table III-2**, construction equipment and worker vehicle exhaust emissions would be below the established SCAQMD thresholds. Therefore, air quality impacts from equipment and vehicle exhaust emission would be less than significant.

ROG Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O_3 precursors. In accordance with the methodology prescribed by the SCAQMD, ROG emissions associated with paving and architectural coating have been quantified with the CalEEMod model. As required by SCAQMD Regulation XI, Rule 1113– *Architectural Coating*, all architectural coatings for the proposed structures would comply with specifications on painting practices as well as regulation on the ROG content of paint.[12] ROG emissions associated with the proposed Project would be below the SCAQMD significance thresholds and, therefore, less than significant; refer to **Table III-2**.

Total Daily Construction Emissions

In accordance with the SCAQMD Guidelines, CalEEMod was utilized to model construction emissions for ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$. As indicated in **Table III-2**, criteria pollutant emissions during the construction of the proposed Project would not exceed the SCAQMD

[12] South Coast Air Quality Management District, *Rule 1113 Architectural Coatings*, http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf, accessed April 3, 2023.

significance thresholds. Thus, total construction-related air emissions would be less than significant.

Naturally Occurring Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by State, Federal, and international agencies and was identified as a toxic air contaminant by the CARB in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released into the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos-bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed.

According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report* (August 2000), serpentinite and ultramafic rocks are not known to occur within the Project area. Thus, there would be no impact in this regard.

Long-Term (Operational) Emissions

Long-term operational air quality impacts consist of mobile source emissions generated from Project-related traffic and emissions from stationary area and energy sources. Emissions associated with each source are detailed in **Table III-3**, Long-Term Operational Air Emissions, and discussed below.

Mobile Source Emissions

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern (NO_X and ROG react with sunlight to form O_3 [photochemical smog], and wind currents readily transport SO_X, PM_{10}, and $PM_{2.5}$); however, CO tends to be a localized pollutant, dispersing rapidly at the source. The mobile source emissions were calculated as a conservative estimate generated from the CalEEMod 2022.1.1 default. Based on CalEEMod default, the Project would generate approximately 38 trips during weekdays and on Saturdays, and 34 trips on Sundays. **Table III-3**, *Long-Term Operational Air Emissions*, presents the anticipated mobile source emissions. As shown in Table III-3, emissions generated by vehicle traffic associated with the Project would not exceed established SCAQMD thresholds. Impacts from mobile source emissions would be less than significant.

Table III-3
Long-Term Operational Air Emissions

Emissions Source	Pollutant (lbs/day)[1]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Proposed Project Summer Emissions						
Area Source Emissions	1.23	0.09	2.26	0.01	0.29	0.28
Energy Emissions	<0.01	0.08	0.03	<0.01	0.01	0.01
Mobile Emissions[2]	0.13	0.10	1.14	<0.01	0.09	0.02
Total Emissions[3]	**1.37**	**0.26**	**3.44**	**0.01**	**0.39**	**0.30**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Is Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***
Proposed Project Winter Emissions						
Area Source Emissions	1.21	0.08	2.03	0.01	0.29	0.28
Energy Emissions	<0.01	0.08	0.03	<0.01	0.01	0.01
Mobile Emissions[2]	0.13	0.11	1.05	<0.01	0.09	0.02
Total Emissions[3]	**1.35**	**0.27**	**3.12**	**0.01**	**0.39**	**0.30**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Is Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
1. Emissions were calculated using CalEEMod, version 2022.1.1.
2. Mobile emissions are based off the CalEEMod 2022.1.1 trip generation default.
3. The numbers may not add up exactly due to rounding.

Source: Refer to **Appendix B**, for detailed model input/output data.

Area Source Emissions

Area source emissions include those generated by architectural coatings, consumer products, and landscape maintenance equipment associated with the development of the proposed Project. As shown in **Table III-3**, area source emissions during both summer and winter would not exceed established SCAQMD thresholds. Impacts would be less than significant in this regard.

Energy Source Emissions

Energy source emissions would be generated as a result of electricity and natural gas (non-hearth) usage associated with the proposed Project. The primary use of electricity and natural gas by the Project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics. As shown in **Table III-3**, energy source emissions from the proposed Project would not exceed SCAQMD thresholds for ROG, NO_X, CO, SO_X, PM_{10}, or $PM_{2.5}$.

Air Quality Health Impacts

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individuals [e.g., age, gender]). In particular, ozone precursors VOCs and NO_x affect air quality on a regional scale. Health effects related to ozone are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating Project-generated criteria pollutants to specific health effects or additional days of non-attainment would produce meaningless results. In other words,

the Project's less than significant increases in regional air pollution from criteria air pollutants would have nominal or negligible impacts on human health.

As noted in the Brief of Amicus Curiae by the SCAQMD,[13] the SCAQMD acknowledged it would be extremely difficult, if not impossible, to quantify health impacts of criteria pollutants for various reasons, including modeling limitations as well as where in the atmosphere air pollutants interact and form. Further, as noted in the Brief of Amicus Curiae by the San Joaquin Valley Air Pollution Control District (SJVAPCD),[14] SJVAPCD has acknowledged that currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development Project's air emissions and specific human health impacts.

The SCAQMD acknowledges that health effects quantification from ozone, as an example, is correlated with the increases in the ambient level of ozone in the air (concentration) that an individual person breathes. SCAQMD's Brief of Amicus Curiae states that it would take a large amount of additional emissions to cause a modeled increase in ambient ozone levels over the entire region. The SCAQMD states that based on their own modeling in the SCAQMD's *2012 Air Quality Management Plan*, a reduction of 432 tons (864,000 pounds) per day of NO_X and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce ozone levels at the highest monitored site by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify ozone-related health impacts caused by NO_X or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations. As such, for the purpose of this analysis, since the Project would not exceed SCAQMD thresholds for construction and operational air emissions, the Project would have a less than significant impact on air quality health impacts as well.

Cumulative Conclusion

As indicated in **Table III-2** and **Table III-3**, the proposed Project would not result in short- or long-term air quality impacts, as emissions would not exceed the SCAQMD adopted construction or operational thresholds. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Emission reduction technology, strategies, and plans are constantly being developed. As a result, the proposed Project would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant. Therefore, the Project's incremental operational impacts would be less than cumulatively considerable, and impacts in this regard are less than significant.

d. Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under

[13] South Coast Air Quality Management District, *Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae. In the Supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno*, 2014.

[14] San Joaquin Valley Air Pollution Control District, *Application for Leave to File Brief of Amicus Curiae Brief of San Joaquin Valley Unified Air Pollution Control District in Support of Defendant and Respondent, County of Fresno and Real Party In Interest and Respondent, Friant Ranch, L.P. In the Supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno*, 2014.

14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

The nearest sensitive receptors are single-family residences adjacent to the west, north, and east of the project site. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds (LSTs) for construction and operations impacts (area sources only). The CO hotspot analysis, following the LST analysis, addresses localized mobile source impacts.

Localized Significance Thresholds

Local Significance Thresholds (LSTs) were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized air quality impacts. The SCAQMD provides the LST screening lookup tables for projects that disturb/grade one, two, or five acres per day emitting CO, NO_X, $PM_{2.5}$, or PM_{10}. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The SCAQMD recommends that any project disturbing over five acres per day should perform air quality dispersion modeling to assess impacts to nearby sensitive receptors from area source emissions. For LST analysis purposes, SCAQMD is divided into 38 Source Receptor Areas (SRAs), each of which contains specific localized air quality emission thresholds for CO, NO_X, $PM_{2.5}$, and PM_{10} to determine local air quality impacts. The project is located within the SRA 13 (Santa Clarita Valley).

Construction

The SCAQMD guidance on applying CalEEMod to LSTs specifies the number of acres a particular piece of equipment would likely disturb per day. SCAQMD provides LST mass rate screening thresholds for one-, two-, and five-acre site disturbance areas. The project would actively disturb approximately three acres per day during the grading phase of construction. Therefore, the LST screening thresholds for a two-acre site were utilized for the construction of LST analysis, per SCQAMD guidance. Further, the nearest sensitive receptors would be adjacent to the project site. LST screening thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. As the nearest sensitive receptors are adjacent to the project site, the LST values for 25 meters were used per SCAQMD guidance.

Table III-4, Localized Significance of Construction Emissions, shows the localized construction-related emissions. It is noted that the localized emissions presented in Table III-4 are less than those in Table III-2 because localized emissions include only on-site emissions (i.e., from construction equipment and fugitive dust) and do not include off-site emissions (i.e., from the worker, vendor, and hauling trips). As seen in Table III-4, emissions would not exceed the LST screening thresholds for SRA 13 (Santa Clarita Valley). Therefore, construction LST impacts would be less than significant.

Table III-4
Localized Significance of Construction Emissions

Maximum Emissions	Pollutant (pounds/day)[1]			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Year 1 (2023)[2,5]	37.3	31.4	3.98	2.42
Year 2 (2024)[3,5]	11.2	13.1	0.50	0.46
Year 3 (2025)[4,5]	7.45	9.98	0.35	0.32
Maximum Daily Emissions	**37.3**	**31.4**	**3.98**	**2.42**
LST Screening Threshold[6]	163	877	6	4
Thresholds Exceeded?	***No***	***No***	***No***	***No***

Note:
1. Emissions were calculated using CalEEMod, version 2022.1.
2. Highest levels of emissions for year 1 is during the grading phase.
3. Highest levels of emissions for year 2 is during the building construction phase.
4. Highest levels of emissions for year 3 is during the paving phase.
5. The reduction/credits for construction emissions are based on adjustments to CalEEMod and are required by the SCAQMD Rules. The adjustments applied in CalEEMod include the following: properly maintain mobile and other construction equipment; replace the ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; and limit speeds on unpaved roads to 15 miles per hour.
6. The LST Screening Threshold was determined using Appendix C of the SCAQMD *Final Localized Significant Threshold Methodology* guidance document for pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$. The LST Screening Threshold was based on the anticipated daily acreage disturbance for construction (the thresholds for two-acre were used), the LST screening thresholds of 25 meters based on the distance to sensitive receptors, and the source receptor area (Santa Clarita Valley).

Operation

According to SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a proposed project if the project includes stationary sources or attracts mobile sources that may spend extended periods queuing and idling at the site (e.g., warehouse or transfer facilities). The proposed project does not include such uses. Thus, due to the lack of such emissions, no long-term localized significance threshold analysis is necessary. Operational LST impacts would be less than significant in this regard.

Carbon Monoxide Hotspots

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (e.g., adversely affecting residents, school children, hospital patients, and the elderly).

The Basin is designated as an attainment/maintenance area for the Federal CO standards and an attainment area under State standards. There has been a decline in CO emissions even though vehicle miles traveled (VMT) on U.S. urban and rural roads have increased; estimated anthropogenic CO emissions have decreased 68 percent between 1990 and 2014. In 2014, mobile sources accounted for 82 percent of the nation's total anthropogenic CO emissions.[15] Three major control programs have contributed to the reduced per-vehicle CO emissions,

[15] U.S. Environmental Protection Agency, *Carbon Monoxide Emissions*, https://cfpub.epa.gov/roe/indicator_pdf.cfm?i=10, accessed April 3, 2023.

including exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

According to the SCAQMD CEQA Air Quality Handbook, a potential CO hotspot may occur at any location where the background CO concentration already exceeds 9.0 parts per million (ppm), which is the 8-hour California ambient air quality standard. The closest monitoring station to the project site that monitors CO concentration is Santa Clarita-Placerita station, which is located approximately 6.0 miles west of the project site. The maximum CO concentration at Santa Clarita-Placerita station was measured at 1.028 ppm in 2023.[16] Given that the background CO concentration does not currently exceed 9.0 ppm, a CO hotspot would not occur at the project site. Therefore, CO hotspot impacts would be less than significant in this regard.

e. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses identified by the SCAQMD as being associated with odors.

Construction activities associated with the project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon project completion. In addition, the project would be required to comply with the California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimize the idling time of construction equipment either by requiring equipment to be shut off when not in use or limiting idling time to no more than five minutes. Compliance with these existing regulations would further reduce the detectable odors from heavy-duty equipment exhaust. The project would also be required to comply with the SCAQMD Regulation XI, Rule 1113 – *Architectural Coating*, which would minimize odor impacts from ROG emissions during architectural coating. Any odor impacts to existing adjacent land uses would be short-term and negligible. As such, the project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Project impacts would be less than significant in this regard.

[16] California Air Resources Board, *Air Quality and Meteorological Information*, https://www.arb.ca.gov/aqmis2/aqdselect.php?tab=specialrpt, accessed April 3, 2023.

IV. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☒	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
g. Affect a Significant Ecological Area (SEA) or Significant Natural Area (SNA) as identified on the City of Santa Clarita ESA Delineation Map?	☐	☒	☐	☐

This section is based, in part, on the Biological Resource Evaluation prepared for the Project by Pruett Biological Resource Consulting, which is included as **Appendix C** of this IS/MND.

Explanation of Checklist Responses

a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?

Less Than Significant with Mitigation Incorporated. The Project Site is located within the vicinity of single-family homes, horse stables, outbuildings, landscaping, and open space. The Project Site has been maintained for fire suppression and other vegetation control and is impacted by pedestrian and horse traffic. The Project Site contains disturbed coast live oak woodland, and no undisturbed habitat is present on the site or adjacent parcels.

As discussed in the Biological Resource Evaluation, based on literature review and state and federal database queries, 27 special-status plant species were identified as potentially occurring within the vicinity of the Project Site (i.e., a standard 10-mile radius). Plant species meeting the criteria for Special Status Plants as defined in the California Department of Fish and Wildlife (CDFW) *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities* were evaluated under CEQA Section 15380. Of the 27 species, the following species are federally and state listed as endangered: Marsh sandwort *(Arenaria paludicola);* Nevin's barberry (*Berberis nevinii);* Slender-horned spineflower *(Dodecahema leptoceras);* and California Orcutt grass (*Orcuttia californica californica*). The species San Fernando Valley spineflower (*Chorizanthe parryi var.fernandina)* is state-listed as endangered. The species Spreading navarretia *(Navarretia fossalis)* is listed as federally threatened. As described in the Biological Resource Evaluation, the aforementioned species are not expected to occur within the Project Site as no suitable habitat or soils exists, or the Project Site is beyond the published range of the species.

In addition, the California Native Plant Society (CNPS) developed the California Rare Plant Ranks (CRPRs), a ranking system to define and categorize rarity in the California flora. The CRPRs range from presumed extinct species (CRPR 1A) to limited distribution/watchlist species (CRPR 4). Marginal soils exist onsite for three of the 27 species, including Slender mariposa-lily (*Calochortus clavatus var. gracillis*; 1B.2*),* Palmer's mariposa-lily *(Calochortus palmeri var. palmeri*; CRPR 1B.2*), and* Plummer's mariposa lily *(Calochortus plummerae*; CRPR 4.2*).* However, as described in the Biological Resource Evaluation, these species are not federally or state-listed, or locally rare, and are not considered significant resources under CEQA. Therefore, even if these species did occur on the site, Project impacts related to these species would be less than significant.

Three CRPR species meet the definition of "locally rare" with between five and ten known occurrences drawn from the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDB) query for the County of Los Angeles. The three species ranked 1B.1 include San Gabriel dudleya (*Dudleya densiflora*), Newhall sunflower (*Helianthus inexpectus*), and Payne's bush lupine Lu (*lupinus paynei*). According to the Biological Resource Evaluation, the aforementioned species are not expected to occur within the Project Site as no suitable habitat exists, or the Project Site is beyond the published range of the species. As such, focused surveys are not expected to significantly change the project impacts or results. In addition, although CEQA requires consideration for impacts to locally significant plant species, impacts to non-listed plant species are less than significant. No listed or otherwise special-status plant species were observed during the fieldwork, and no such species have been recorded as occurring within the Project Site.

Special-status animal species considered in the Biological Resource Evaluation included those that may occur in the Project vicinity that have statutory protections. This includes federal- and state-listed (rare, threatened, or endangered; fully protected) species and candidates for listing under the respective endangered species acts. Species that are of special concern to the CDFW or the USFWS are included in this evaluation. Special-status bird species that are afforded protection under the MBTA which may nest on or within an approximate 10-mile (16-kilometer)

radius of the project site are also evaluated. As discussed in the Biological Resource Evaluation, based on literature review and state and federal database queries, 48 special-status animal species were identified as potentially occurring within the vicinity of the Project Site (i.e., a standard 10-mile radius). Of these, 18 species (including invertebrate, fish, amphibian, and bird species) have federal-, and/or state-listing and are afforded protection under federal or state law. None of the mammal or reptile species evaluated have federal- and/or state-listing.

Of all the bird species considered in the Biological Resource Evaluation, the following are considered to have low or moderate probability of occurrence in the vicinity of the Project Site and have no suitable nesting habitat or typical associated habitat present: Grasshopper sparrow (*Ammodramus savannarum),* Bell's sage sparrow (*Artemisiospiza belli belli),* Burrowing owl (*Athene cunnicularia),* Golden eagle (*Aquila chrysaetos),* Swainson's hawk *(Buteo swainsoni),* Western yellow-billed cuckoo *(Coccyzus americanus occidentalis),* Southwestern willow flycatcher (*Empidonax traillii extimus),* California horned lark (*Eremophila alpestris actia),* Prairie falcon (*Falco mexicanus),* California condor (*Gymnogyps californianus),* Bald Eagle (*Haliaeetus leucocephalus*), and Least Bell's vireo (*Vireo bellii pusillus).* As such, the Project would not result in direct impacts on individuals of these species because there no suitable nesting or associated habitats. The Biological Resource Evaluation also identified the Loggerhead shrike *(Lanius ludovicianus)* as a CDFW species of special concern with moderate probability of occurrence in the vicinity and suitable habitat on the Project Site.

As provided in the Biological Resource Evaluation, other bird species have low or moderate probability of occurrence in the vicinity of the Project Site and include the following nesting habitat descriptions. Cooper's hawk *(Accipiter cooperii)* is state watch-listed and has suitable nesting habitat onsite. White-tailed kite *(Elanus leucurus)* is CDFW fully protected and has suitable nesting habitat onsite and/or in the vicinity. Tricolored blackbird *(Agelaius tricolor)* is state-listed as threatened and a CDFW species of special concern and does not have suitable nesting habitat onsite. Southern California rufous-crowned sparrow *(Almophilia ruficeps canescens)* is state watch-listed and has suitable nesting habitat in the vicinity. In addition, Coastal California gnatcatcher (*Poliptila californica californica)* is identified as federally-listed as threatened and is a CDFW species of special concern; Designated Critical Habitat for the coastal California gnatcatcher (*Polioptila californica californica*) is located immediately southwest of the Project Site. In order to protect biological resources, including nesting birds, such as Cooper's hawk, White-tailed kite, and the coastal California gnatcatcher, mitigation measures will be implemented to avoid and minimize potential impact to general wildlife. Therefore, with implementation of **Mitigation Measure BIO-1** provided below, Project impacts to nesting or migratory birds would be less than significant.

As detailed in the Biological Resource Evaluation, no evidence of any listed animal species was observed during the field study. No evidence of otherwise special-status animal species, or animal species sign was observed during the field study. Focused surveys were deemed unnecessary and, thus, were not conducted as part of this effort.

The Project Site currently includes 162 coast live oak trees (*Quercus agrifolia*), predominately in the eastern portion of the site. The Project would retain all onsite coast live oak trees and would not have a substantial adverse effect on the coast live oak trees.

Direct impacts, in the form of "incidental take" of a threatened, endangered, or otherwise protected species, are not expected as a result of the development of the Project. Impacts related to Checklist Question IV.a would be less than significant with mitigation.

Mitigation Measure BIO-1: If project-related activities are to be initiated during the nesting season (February 15 to August 31), a pre-construction nesting bird clearance survey shall be conducted by a qualified biologist no more than three (3) days prior to the start of any vegetation removal or ground disturbing activities. The qualified biologist shall survey all suitable nesting habitat within the project impact area, and areas within a biologically defensible buffer zone surrounding the project impact area. If no active bird nests are detected during the clearance survey, project activities may begin, and no additional avoidance and minimization measures shall be required. If an active bird nest is found, the species shall be identified, and a "no-disturbance" buffer shall be established around the active nest. The size of the "no-disturbance" buffer shall be increased or decreased based on the judgement of the qualified biologist and level of activity and sensitivity of the species. The qualified biologist shall periodically monitor any active bird nests to determine if project-related activities occurring outside the "no-disturbance" buffer disturb the birds and if the buffer should be increased. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, project activities within the "no-disturbance" buffer may occur following an additional survey by the qualified biologist to search for any new bird nests in the restricted area.

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?

No Impact. The Project Site does not contain any wetland or riparian habitat as identified by the National Wetlands Inventory.[17] The Project Site includes coast live oak woodland, a CDFW California Natural Community, which has been ranked by the CDFW as G5 (Secure—common, widespread and abundant) and S4 (Apparently Secure—Uncommon, but not rare in the state) and identified as having some cause for long-term concern due to declines or other factors. However, as previously described, the Project would retain all existing coast live oak trees within the Project Site. As discussed in the Biological Resource Evaluation, no other riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or as identified by the CDFW or the USFWS, exists on the Project Site. Therefore, the Project would have no impact on riparian habitat and other sensitive natural communities.

c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. As discussed in the Biological Resources Evaluation, the Project would not result in any disturbance to wetland vegetation. No features recognized as wetland categories appear on the USFWS National Wetlands Inventory mapping within the Project Site.[18] In addition, no wetland features or vegetation indicative of wetland conditions were observed during the field survey. Therefore, the Project would have no impact on state or federally protected wetlands.

[17] US Fish and Wildlife Service, National Wetlands Inventory, Wetlands Mapper, https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/, accessed August 30, 2023.

[18] US Fish and Wildlife Service, National Wetlands Inventory, Wetlands Mapper, https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/, accessed August 30, 2023.

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant. The Project Site is located within the vicinity of single-family homes, horse stables, outbuildings, landscaping, and on one side, open space. No water bodies or wetlands are present. As such, and based on the Biological Resource Evaluation (**Appendix C** of this IS/MND), the Project would not result in impacts to native resident or migratory fish species, their movements, or with the use of any wildlife corridors, which are not present on the site. There are no known wildlife nursery sites, which are typically characterized as egret/heron roosts, bat roosts, or other areas used by large groups of wildlife for communal nesting. Therefore, the Project would not interfere substantially with the movement of native wildlife, the use of wildlife corridors, or the use of native wildlife nursery sites.

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. As described above, the Project Site currently includes 162 coast live oak trees, all of which would be retained by the Project. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and no impact would occur.

f. Would the project conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Project site is not located within any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. As such, implementation of the Project would not conflict with these plans and there would be no impact.

g. Would the project affect a Significant Ecological Area (SEA) or Significant Natural Area (SNA) as identified on the City of Santa Clarita SEA Delineation Map?

Less Than Significant Impact with Mitigation Incorporated. Significant Ecological Areas (SEAs) are defined as ecologically important land and water systems that are valuable as plant or animal communities, often important to the preservation of threatened or endangered species, and conservation of biological diversity in the identified areas. The Project Site is located within the Santa Clara River SEA, which encompasses the entire Los Angeles County reach of the Santa Clara River. The Santa Clara River SEA covers the length of the river and with the watershed extensions encompasses a wide variety of topographic features and habitat types. The orientation and extent of the SEA also consists of the surface and subsurface hydrology of the Santa Clara River, from its headwater tributaries and watershed basin to the point at which it exits Los Angeles County.[19] The Project is subject to the City's SEA requirements per SCMC Section 17.38.080, including a conformance review of specific development standards to control the types of land use, density, building location and size, roadways and other infrastructure, landscape, drainage, and other elements of a development in order to assure the protection of the critical and important plant and animal habitats of the SEA. The conformance review consists of the biological report prepared by the applicant. The results of this conformance review have been incorporated in this

[19] City of Santa Clarita, General Plan, Conservation and Open Space Element, 2011.

IS/MND. The Project applicant has prepared a biological resources report (**Appendix C** of this IS/MND) that analyzes potential impacts and sets forth mitigation above in this Checklist Section IV for biological resources, and therefore, Project impacts related to a SEA would be less than significant with mitigation incorporated.

V. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Explanation of Checklist Responses

The following analysis is based in part on the information contained in the Cultural Resources Identification Memorandum prepared for the Project by Michael Baker International, which is included as **Appendix D** of this IS/MND.

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?

No Impact. A historical resource is generally defined in CEQA Guidelines Section 15064.5(a) as a resource listed in or determined to be eligible for listing in the California Register of Historical Resources; a resource included in a local register of historical resources or identified as significant in a historical resource survey meeting certain requirements; or any object, building, structure, site, area, place, record, or manuscript determined to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. Historical resources are further defined as being associated with significant events, important persons, or distinctive characteristics of a type, period, or method of construction; representing the work of an important creative individual; or possessing high artistic values.

Based on aerial records, a building was constructed in the eastern portion of the Project Site between 1978 and 1985. The United States Geological Survey (USGS) topographic map from 1988 is the first topographic map to identify the building within the Project Site. By 1992, the building is no longer visible in aerial imagery, and only a building foundation remains visible.

Based on a field survey of the Project Site, one new historic-period site (recorded as MBI-REX-MY-01) consisted of 26 Budweiser pull-tab beer cans, most of which were crushed or fragmented and ring tab cans that date to between 1965 and 1975. The identified site is along a hillside and is in poor condition due to the fragmented conditions of the artifacts and significant disturbances, including animal burrowing, pedestrian traffic, and horse trails. A California Office of Historic Preservation DPR 523 site record was prepared for this portion of the Project Site and is provided in Attachment 5 of the Cultural Resources Identification Memorandum. In addition, two historic period objects were identified during the survey—a 10-fluid-ounce glass Pepsi bottle and a

partially buried, modified Ford flatbed truck. No prehistoric resources or historic built environment resources were identified during the survey. Disturbances in the Project survey area included horse and walking trails, modern two-track roads, animal burrows, dirt push piles, and modern refuse.

The newly identified historic-period site was evaluated for eligibility in the California Register of Historical Resources based on significance criteria and whether integrity is retained. Based on the California Register evaluation, in accordance with CEQA Guidelines Section 15064.5(a)(2)-(3), MBI-REX-MY-01 does not possess an apparent association with the events significant to the broad patterns of California's history and cultural heritage. The identified site and its pull-tab beer cans do not represent the distinctive characteristics of a type, period, region, or method of construction. Because the pull tab can is a ubiquitous object common to the time period from which it dates, the artifact assemblage associated with the site does not represent significance in terms of the type of method of construction. The style of the can opening was not restricted to or representative of a particular region. Additionally, because the site only represents refuse associated with alcohol consumption, the site neither represents the work of an important creative individual nor possesses high artistic value. Furthermore, the identified site has not provided important information pertaining to significant events, people, or distinctive characteristics of a type, period, region, or method of construction. The Project Site was previously owned by William J. Rex and the Rexhall Company, and Rex was the founder of the motor home company Rexhall Industries and holder of patents related to vehicle inventions. However, the site of scattered historic cans does not demonstrate a meaningful association with the productive life of any person or business important in our past. Accordingly, since MBI-REX-MY-01 does not meet any of the California Register criteria, evaluating integrity would not be applicable. As MBI-REX-MY-01 lacks significance at the local, state, or national level, it is recommended ineligible for listing in the California Register. As such, MBI-REX-MY-01 is not a historical resource as defined by CEQA Section 15064.5(a).

The two historic isolate artifacts identified are not considered significant according to California Register criteria because isolated finds typically do not meet the minimum criteria for inclusion in the California Register. Isolates, by definition, lack integrity and are not considered significant.

Therefore, no historical resources as defined by CEQA Section 15064.5(a) were identified within the Project Site as a result of the South Central Coast Information Center (SCCIC) records search; literature, map, and aerial photo review; pedestrian survey; and California Register evaluations. As such, the Project would have no impact on historic resources.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?

Less Than Significant with Mitigation Incorporated. An archaeological resource is generally defined in Section 15064.5(c) of the CEQA Guidelines as a site, area, or place determined to be historically significant as defined in Section 15064.5(a) or as a unique archaeological resource, which is defined in PRC Section 21083.2 as an artifact, object, or site that contains information needed to answer important scientific research questions of public interest, or that has a special and particular quality such as being the oldest or best example of its type, or that is directly associated with a scientifically recognized important prehistoric or historical event or person.

A California Historical Resources Information System Review records search at the SCCIC was conducted on October 18, 2021, for the Project Site and a surrounding 0.5-mile radius. As part of the records search and background research, the following federal and California inventories were

reviewed: National Register of Historic Places; California Inventory of Historic Resources; California Points of Historical Interest; California Historical Landmarks; Archaeological Determinations of Eligibility for Los Angeles County; Built Environment Resource Directory for Los Angeles County; and California Historical Resources listing. No historical or archaeological resources as defined by CEQA Section 15064.5(a) were identified within the Project Site.

As discussed in the Cultural Resources Identification Memorandum, SCCIC records indicate that of fourteen previous cultural resource investigations completed within 0.5 mile of the Project Site, one investigation (LA-01805) intersects the approximately 97 percent of the Project Site. LA-01805 was conducted in 1989 via an intensive pedestrian survey to identify surficial cultural resources; however, the investigation did not result in the documentation of any archaeological resources. In addition, no previously recorded cultural resources are documented within Project Site or search radius.

Furthermore, sensitivity for buried archaeological sites is considered low based on the steep slopes, the distance to reliable permanent water, lack of previously recorded archaeological sites within the Project Site and vicinity, and modern disturbances of the Project Site. Some soils within the project area contain clay-rich B horizons and steep slopes, which decrease the potential for archaeological preservation and deposition. Disturbances include the presence of modern trails and two-track roads, as well as animal burrowing. Historical maps show no natural perennial surface water within 1 mile of the project area. According to the SCCIC records search, no previously recorded cultural resources were identified within a half-mile of the project site. The literature review did not identify Native American villages or place names associated with the project area. Therefore, the buried site sensitivity for the project area is low. The historic-period archaeological data potential has been exhausted by the identification and recordation of site MBI-REX-MY-01. The project area has low sensitivity for significant prehistoric or historic-period archaeology sites due to topography, the distance to reliable permanent water, lack of previously recorded nearby sites, and modern disturbances. Nonetheless, **Mitigation Measure CUL-1** is included to require the proper handling and disposition of archaeological resources in the unexpected event that such resources are inadvertently discovered during Project construction. **Mitigation Measure CUL-1** would ensure that any impacts to archaeological resources would be less than significant.

> **Mitigation Measure CUL-1: Archaeological Resources Inadvertent Discovery.** In the event that any subsurface cultural resources are encountered during earth-moving activities, all work within 50 feet shall be halted until an archaeologist can evaluate the findings and make recommendations. Prehistoric materials can include flaked-stone tools (e.g., projectile points, knives, choppers) or obsidian, chert, or quartzite toolmaking debris; culturally darkened soil (i.e., midden soil often containing heat-affected rock, ash, and charcoal, shellfish remains, and cultural materials); and stone milling equipment (e.g., mortars, pestles, handstones). Historical materials might include wood, stone, or concrete footings, walls, and other structural remains; debris-filled wells or privies; and deposits of wood, metal, glass, ceramics, and other refuse. The archaeologist shall evaluate the find in accordance with federal, state, and local guidelines, including those set forth in the California Public Resources Code Section 21083.2, to assess the significance of the find and identify avoidance or other measures as appropriate. If suspected prehistoric or historical archaeological deposits are discovered during construction, all work within the immediate area of the discovery shall be redirected and the find must be evaluated by a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983).

c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant. No evidence of any prior human burials or use as a burial ground was identified for the Project Site during the records search and background research conducted for the Cultural Resources Identification Memorandum and Native American consultation process conducted for the Project. Nonetheless, in the event that human remains are inadvertently discovered during Project construction, the Project would be required to comply with Health and Safety Code Sections 7050.5 through 7055, Government Code Section 27491, and PRC Section 5097.98. In accordance with these regulations, in the event that human skeletal remains are found, those remains require proper treatment. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are discovered during excavation of a site. As required by state law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County coroner, notification of the Native American Heritage Commission, and consultation with the individual identified by the Native American Heritage Commission to be the "most likely descendant." If human remains are found during excavation, excavation must stop in the vicinity of the find and any area that is reasonably suspected to overlie adjacent remains until the County coroner has been called out, and the remains have been investigated and appropriate recommendations have been made for the treatment and disposition of the remains. Compliance with these regulations would ensure that any impacts would be less than significant.

VI. ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary construction of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Explanation of Checklist Responses

The following analysis is based in part on the information contained in the Air Quality/Greenhouse Gas Emissions/Energy Modeling Results prepared for the Project by Michael Baker International, which is included as **Appendix B** of this IS/MND.

REGULATORY FRAMEWORK

State

California Building Energy Efficiency Standards (Title 24)

The 2022 California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as "Title 24," became effective on January 1, 2023. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2022 Title 24 standards encourage efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, strengthen ventilation standards, and more.

California Green Building Standards (CALGreen)

The 2022 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen, went into effect on January 1, 2023. CALGreen is the first-in-the-nation mandatory green buildings standards code. The California Building Standards Commission developed CALGreen to meet the State's landmark initiative Assembly Bill (AB) 32 goals, which established a comprehensive program of cost-effective reductions of greenhouse gas (GHG) emissions to 1990 levels by 2020. CALGreen was developed to (1) reduce GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, and healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the environmental directives of the administration. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g., lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure. There is growing

recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials.[20]

California Public Utilities Commission Energy Efficiency Strategic Plan

The California Public Utilities Commission (CPUC) prepared an *Energy Efficiency Strategic Plan* (Strategic Plan) in September 2008 with the goal of promoting energy efficiency and a reduction in GHGs. In January 2011, a lighting chapter was adopted and added to the Strategic Plan. The Strategic Plan is California's single roadmap to achieving maximum energy savings in the State between 2009 and 2020, and beyond 2020. The Strategic Plan contains the practical strategies and actions to attain significant statewide energy savings, as a result of a year-long collaboration by energy experts, utilities, businesses, consumer groups, and governmental organizations in California, throughout the West, nationally and internationally. The plan includes four bold strategies:

1. All new residential construction in California will be zero net energy by 2020;
2. All new commercial construction in California will be zero net energy by 2030;
3. Heating, ventilation, and air condition (HVAC) will be transformed to ensure that its energy performance is optimal for California's climate; and
4. All eligible low-income customers will be given the opportunity to participate in the low-income energy efficiency program by 2020.

California Energy Commission Integrated Energy Policy Report

In 2002, the California State Legislature adopted Senate Bill (SB) 1389, which requires the California Energy Commission (CEC) to develop an Integrated Energy Policy Report (IEPR) every two years. SB 1389 requires the CEC to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices, and use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the State's economy, and protect public health and safety.

The CEC adopted the 2021 integrated energy policy report (2021 IEPR) Volume I, Volume II, and Volume IV on February 1, 2022 and Volume III on February 24, 2022.[21] The 2021 IEPR provides information and policy recommendations on advancing a clean, reliable, and affordable energy system for all Californian.[22] Volume I of the 2021 IEPR addresses actions needed to reduce the GHG emissions related to the buildings in which California live and work, with an emphasis on energy efficiency; Volume II examines actions needed to increase the reliability and resiliency of California's energy system; Volume III looks at the evolving role of gas in California' energy system; and Volume IV reports on California's energy demand outlook, including a forecast to 2035 and long-term energy demand scenarios of 2050. The 2021 IEPR builds on the goals and work in response to AB 758 (Energy: energy audit), SB 350 (Clean Energy and Pollution Reduction Act), AB 3232 (Zero-emissions buildings and sources of heat energy), and the 2019 IEPR to further a comprehensive approach toward decarbonizing buildings in a cost-effective and

[20] U.S. Green Building Council, Green Building Costs and Savings, https://www.usgbc.org/articles/green-building-costs-and-savings, accessed April 3, 2023.

[21] California Energy Commissions, 2021 Integrated Energy Policy Report, https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2021-integrated-energy-policy-report, accessed April 3, 2023.

[22] California Energy Commissions, Final 2021 Integrated Energy Policy Report Volume I Building Decarbonization, February 2022.

equitable manner. For the 2021 IEPR, the CEC extends the forecast timeframe to 15 years to coincide with several state goals that are planned for 2035 and improves methodologies to better quantify and predict the likelihood, severity, and duration of future extreme heat events.

Executive Order N-79-20

Executive Order N-79-20, issued September 23, 2020, directs the State to require all new cars and passenger trucks sold in the State to be zero-emission vehicles by 2035. Executive Order N-79-20 further states that all medium- and heavy-duty vehicles sold in the State will be zero-emission by 2045.

City of Santa Clarita

City of Santa Clarita General Plan

The City of Santa Clarita General Plan (General Plan) was adopted in June 2011. This General Plan has been prepared pursuant to California Government Code Sections 65300 *et. seq*., which require that each city and county within the state "adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgment bears relation to its planning." The General Plan includes the following elements: Land Use Element, Economic Development Element, Circulation Element, Noise Element, Conservation and Open Space Element, Safety Element, and Housing Element.

The following goals and policies related to energy efficiency and conservation are applicable to the proposed project:

Land Use Element

> **Goal LU 7**: Environmentally responsible development through site planning, building design, waste reduction, and responsible stewardship of resources.
>
> > **Objective LU 7.1**: Achieve greater energy efficiency in building and site design.
> >
> > > Policy LU 7.1.2: Promote the use of solar panels and renewable energy sources in all projects.
> > >
> > > Policy LU 7.1.3: Encourage development of energy-efficient buildings, and discourage construction of new buildings for which energy efficiency cannot be demonstrated.

Conservation and Open Space Element

> **Goal CO.1**: A balance between the social and economic needs of Santa Clarita Valley residents and protection of the natural environment, so that these needs can be met in the present and in the future.
>
> > **Objective CO 8.3**: Encourage the following green building and sustainable development practices on private development projects, to the extent reasonable and feasible.

Policy CO 8.3.2: Promote construction of energy efficient buildings through requirements for LEED certification or through comparable alternative requirements as adopted by local ordinance.

Policy CO 8.3.4: Encourage new residential development to include on-site solar photovoltaic systems, or pre-wiring, in at least 50% of the residential units, in concert with other significant energy conservation efforts.

Policy CO 8.3.6: Require new development to use passive solar heating and cooling techniques in building design and construction, which may include but are not be limited to building orientation, clerestory windows, skylights, placement and type of windows, overhangs to shade doors and windows, and use of light-colored roofs, shade trees, and paving materials.

Policy CO 8.3.7: Encourage the use of trees and landscaping to reduce heating and cooling energy loads, through shading of buildings and parking lots.

Policy CO 8.3.8: Encourage energy-conserving heating and cooling systems and appliances, and energy-efficiency in windows and insulation, in all new construction.

a. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. CEQA Guidelines Appendix F is an advisory document that assists in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. The analysis herein relies upon Appendix F of the CEQA Guidelines, which includes the following criteria to assist in determining whether this threshold of significance is met:

- **Criterion 1:** The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials maybe discussed.

- **Criterion 2:** The effects of the project on local and regional energy supplies and on requirements for additional capacity.

- **Criterion 3:** The effects of the project on peak and base period demands for electricity and other forms of energy.

- **Criterion 4:** The degree to which the project complies with existing energy standards.

- **Criterion 5:** The effects of the project on energy resources.

- **Criterion 6:** The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

Quantification of the project's energy usage is presented and addresses **Criterion 1**. The discussion on construction-related energy use focuses on **Criteria 2, 4,** and **5**. The discussion on operational energy use is divided into transportation energy demand and building energy demand. The transportation energy demand analysis discusses **Criteria 2, 4,** and **6**, and the building energy demand analysis discusses **Criteria 2, 3, 4,** and **5**.

Project-Related Sources of Energy Consumption

This analysis focuses on three sources of energy that are relevant to the proposed project: electricity, natural gas, and transportation fuel for vehicle trips and off-road equipment associated with project construction and operations. The analysis of operational electricity and natural gas usage is based on the California Emissions Estimator Model version 2022.1.1 (CalEEMod) modeling results for the project. The project's estimated electricity and natural gas consumption is based primarily on CalEEMod's default settings for Los Angeles County, and consumption factors provided by the Southern California Edison (SCE) and the Southern California Gas Company (SoCalGas), the electricity and natural gas providers for the City and the project site. The results of the CalEEMod modeling are included in **Appendix B**. The amount of operational fuel consumption was estimated using the CARB's EMFAC2021 website platform which provides projections for typical daily fuel usage in the County, and the project's annual vehicle miles traveled (VMT) outputs from CalEEMod. The estimated construction fuel consumption is based on the project's construction equipment list, timing/phasing, and hours of duration for construction equipment, as well as vendor, hauling, and construction worker trips.

The project's estimated energy consumption is summarized in **Table VI-1**, Project and Countywide Energy Consumption. As shown in **Table VI-1**, the project's energy usage would result in less than 0.0001 percent increase over Los Angeles County's typical annual electricity consumption and an approximate 0.0001 percent increase over Los Angeles County's typical annual natural gas consumption. The project's construction on-road, construction off-road, and operational vehicle fuel consumption would increase the County's consumption by 0.0001 percent, 0.0828 percent, and 0.0001 percent, respectively (**CEQA Appendix F - Criterion 1**).

Construction

During construction, the project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during grading, paving, roadway construction, building construction, and architectural coatings. Fuel energy consumed during construction would be temporary and would not represent a significant demand on energy resources. In addition, some incidental energy conservation would occur during construction through compliance with State requirements that heavy-duty diesel equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest U.S. Environmental Protection Agency (EPA) and CARB engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce fuel consumption. Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction (**CEQA Appendix F - Criterion 4**).

Table VI-1
Project and Countywide Energy Consumption

Energy Type	Project Energy Consumption[1]	Los Angeles County Annual Energy Consumption[2]	Percentage Increase Countywide
Electricity Consumption[3]	28 MWh/year	65,374,721 MWh/year	<0.0001%
Natural Gas Consumption[3]	1,533 therms/year	2,880,994,891 therms/year	0.0001%
Fuel Consumption			
Construction Off-Road Fuel Consumption	33,831 gallons	40,835,655 gallons/year	0.0828%
Construction On-Road Fuel Consumption	2,679 gallons	4,530,411,359 gallons/year	0.0001%
Operational Automotive Fuel Consumption	6,427 gallons/year	4,448,480,145 gallons/year	0.0001%

Notes:
1. As modeled in CalEEMod version 2022.1.1. Construction fuel consumption indicates total construction fuel consumption, which would cease after construction is completed.
2. The project's electricity and natural gas consumption are compared to the total consumption in Los Angeles County in 2021. The project's automotive fuel consumption is compared with the projected Countywide fuel consumption in 2025.
   Los Angeles County electricity consumption data source: California Energy Commission, *Electricity Consumption by County*, http://www.ecdms. energy.ca.gov/elecbycounty.aspx, accessed May 10, 2023.
   Orange County natural gas consumption data source: California Energy Commission, *Gas Consumption by County*, http://www.ecdms.energy. ca.gov/gasbycounty.aspx, accessed May 10, 2023.
3. Project fuel consumption calculated based on CalEEMod results. Countywide fuel consumption is from the California Air Resources Board EMFAC2021 model.

Refer to **Appendix B** for assumptions used in this analysis.

Substantial reductions in energy inputs for construction materials can be achieved by selecting green building materials composed of recycled materials that require less energy to produce than non-recycled materials.[23] The integration of green building materials can help reduce environmental impacts associated with the extraction, transport, processing, fabrication, installation, reuse, recycling, and disposal of these building industry source materials.[24] The project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. As indicated in **Table VI-1**, the project's fuel consumption from off-road construction would be approximately 33,831 gallons, which would increase fuel use in the County by 0.0828 percent. Also indicated in **Table VI-1**, the project's fuel consumption from on-road construction would be approximately 2,679 gallons, which would increase fuel use in the County by 0.0001 percent. As such, construction would have a nominal effect on the local and regional energy supplies (**CEQA Appendix F - Criterion 2**). It is noted that construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or State (**CEQA Appendix F - Criterion 5**). Therefore, construction fuel consumption would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. As such, a less than significant impact would occur in this regard.

[23] California Department of Resources Recycling and Recovery, Green Building Materials, https://www.calrecycle.ca.gov/greenbuilding/materials#Material, accessed April 3, 2023.
[24] California Department of Resources Recycling and Recovery, Green Building Materials, https://www.calrecycle.ca.gov/greenbuilding/materials#Material, accessed April 3, 2023.

Operation

Transportation Energy Demand

Pursuant to the federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. **Table VI-1** provides an estimate of the daily fuel consumed by vehicles traveling to and from the project site. Based on a conservative estimate generated by the CalEEMod 2022.1.1 default vehicle data, the proposed project would generate up to 38 average daily trips. As indicated in **Table VI-1**, project operational daily trips are estimated to consume approximately 6,427 gallons of fuel per year, which would increase the County's automotive fuel consumption by 0.0001 percent. The project does not propose any unusual features that would result in excessive long-term operational fuel consumption (**CEQA Appendix F - Criterion 2**).

The key drivers of transportation-related fuel consumption are job locations/commuting distance and many personal choices on when and where to drive for various purposes. Those factors are outside of the scope of the design of the proposed project. However, in compliance with CALGreen Code, new one- and two-family dwellings with attached private garages are required to install a listed raceway to accommodate a dedicated volt branch circuit for electric vehicle (EV) chargers. This project design feature would encourage and support the use of EVs within the proposed residential development and thus reduce the petroleum fuel consumption (**CEQA Appendix F - Criterion 4** and **Criterion 6**).

Therefore, fuel consumption associated with vehicle trips generated by the project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. A less than significant impact would occur in this regard.

Building Energy Demand

The CEC developed 2020 to 2035 forecasts for energy consumption and peak demand in support of the 2021 IEPR for each of the major electricity and natural gas planning areas and the State based on the economic and demographic growth projections. CEC forecasts that the Statewide annual average growth rates of energy demand between 2021 and 2030 would be 1.3 percent to 2.3 percent for electricity and less than 0.1 percent to 0.8 percent increase for natural gas. As shown in **Table VI-1**, operational energy consumption of the project would represent approximately 0.0002 percent increase in electricity consumption and less than 0.0001 percent increase in natural gas consumption over the current Countywide usage, which would be significantly below CEC's forecasts and the current Countywide usage. Therefore, the project would be consistent with the CEC's energy consumption forecasts and would not require additional energy capacity or supplies (**CEQA Appendix F - Criterion 2**). The project would also consume energy during the same time periods as other residential development. As a result, the project would not result in unique or more intensive peak or base period electricity demand (**CEQA Appendix F - Criterion 3**).

The project would be required to comply with the most current version of the Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. The project would install high efficiency lighting, energy

efficient appliances, and solar photovoltaics panels. Compliance with the current 2022 Title 24 standards significantly reduces energy usage. The Title 24 Building Energy Efficiency Standards are updated every three years and become more stringent between each update. Compliance with 2022 Title 24 standards would also ensure the project would be consistent with General Plan Goals CO 8 (Policies CO 8.3.2, CO 8.3.4, CO 8.3.6, CO 8.3.7, and CO 8.3.8) and LU 7 (Policies LU 7.1.2 and LU 7.1.3), by incorporating sustainable building design features (**CEQA Appendix F - Criterion 4**).

Furthermore, the electricity provider, SCE, is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 60 percent of total procurement by 2030. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance of such energy resources further ensures that new development projects will not result in the waste of the finite energy resources. The project would install photovoltaics panels to support a future battery system on the proposed single-family residential buildings in compliance with 2022 Title 24 and CALGreen Code requirements (**CEQA Appendix F - Criterion 5**).

As demonstrated above, the Project would not cause wasteful, inefficient, and unnecessary consumption of building energy during Project operation, or preempt future energy development or future energy conservation. Therefore, impacts would be less than significant impact.

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant Impact. The City currently does not have a plan pertaining to renewable energy or energy efficiency. The applicable State plans and policies for renewable energy and energy efficiency include the 2022 Title 24 standards, the 2022 CALGreen Code, CPUC's Energy Efficiency Strategic Plan, and CEC's 2022 IEPR. The project would be required to comply with the latest Title 24 and CALGreen standards pertaining to building energy efficiency. Compliance with 2022 Title 24 standards and 2022 CALGreen Code would ensure the project incorporates energy-efficient windows, rooftop photovoltaic solar panels on every home, insulation, lighting, and ventilation systems, which are consistent with the Energy Efficiency Strategic Plan strategies, the IEPR building energy efficiency recommendations, and General Plan Policy LU 7.1 and Policy CO 8.3, as well as water-efficient fixtures and electric vehicles charging infrastructure. Additionally, per the RPS, the project would utilize electricity provided by SCE that is composed of 36 percent renewable energy as of 2018 and would achieve at least 60 percent renewable energy by 2030. Because the project's per capita energy consumption would be significantly less than the existing regional (County) level, the project would be consistent with per capita energy reduction targets identified in statewide plans and programs, such as the Energy Efficiency Strategic Plan and the IEPR.

Table VI-2, Project Energy Use General Plan Consistency Analysis, shows the project's consistency with the applicable General Plan energy efficiency goals and policies. As shown in **Table VI-2**, the project would be consistent with the General Plan. Therefore, the proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and impacts would be less than significant.

Table VI-2
Project Energy Use General Plan Consistency Analysis

General Plan Goals and Policies	Consistency Analysis
Goal LU 7: Environmentally responsible development through site planning, building design, waste reduction, and responsible stewardship of resources.	
Policy LU 7.1.2: Promote the use of solar panels and renewable energy sources in all projects.	**Consistent**. The project would construct 4 single-family units which are required to install solar photovoltaic panels in accordance with the 2022 Title 24 standards and CALGreen code. Additionally, the single-family residential units would receive electricity from SCE that would achieve procurement from eligible renewable energy at least 60 percent of total procurement by 2030.
Policy LU 7.1.3: Encourage development of energy-efficient buildings, and discourage construction of new buildings for which energy efficiency cannot be demonstrated.	**Consistent**. The project would require the proposed single-family dwelling units to install a listed raceway to accommodate a circuit board to support electric vehicle chargers. Additionally, the new single-family units are required to install solar photovoltaic panels in accordance with the 2022 Title 24 standards and CALGreen code. Therefore, the project would leverage technology innovation and be energy efficient in the residential buildings. As such, the project would follow green building requirements, promote energy efficient development, and promote sustainable development practices.
Goal CO.1: A balance between the social and economic needs of Santa Clarita Valley residents and protection of the natural environment, so that these needs can be met in the present and in the future.	
Policy CO 8.3.2: Promote construction of energy efficient buildings through requirements for LEED certification or through comparable alternative requirements as adopted by local ordinance.	**Consistent**. The proposed project would construct 4 single-family dwelling units. The new single-family units are required to comply with the 2022 Title 24 standards and CALGreen code. As such, the project would be consistent with this policy.
Policy CO 8.3.4: Encourage new residential development to include on-site solar photovoltaic systems, or pre-wiring, in at least 50% of the residential units, in concert with other significant energy conservation efforts.	**Consistent**. The project would require the proposed single-family dwelling units to install a listed raceway to accommodate a circuit board to support electric vehicle chargers. Additionally, the new single-family units are required to install solar photovoltaic panels in accordance with the 2022 Title 24 standards and CALGreen code. Therefore, this project would leverage technology innovation and install energy efficient in the residential buildings. As such, this project would follow green building requirements and promote sustainable development practices outlined in the 2022 Title 24 standards and CALGreen code.

General Plan Goals and Policies	Consistency Analysis
Policy CO 8.3.6: Require new development to use passive solar heating and cooling techniques in building design and construction, which may include but are not be limited to building orientation, clerestory windows, skylights, placement and type of windows, overhangs to shade doors and windows, and use of light colored roofs, shade trees, and paving materials.	**Consistent.** The project would follow this policy to utilize passive solar heating and cooling techniques. Additionally, the project would be mandated by the CALGreen Code and Title 24 Standards to follow standards placed for energy efficiency and up-to-date building designs and construction. As such, the project would be consistent with this policy.
Policy CO 8.3.7: Encourage the use of trees and landscaping to reduce heating and cooling energy loads, through shading of buildings and parking lots.	**Consistent.** This project is located in a rural area with a large number of trees surrounding the project site. Additionally, trees would be planted on the project site. As such, the project would be consistent with this policy.
Policy CO 8.3.8: Encourage energy-conserving heating and cooling systems and appliances, and energy-efficiency in windows and insulation, in all new construction.	**Consistent.** The project would adhere to the CALGreen Code and Title 24 Standards by installing energy efficient appliances and insulation systems. As such, the project would be consistent with this policy.
Source: City of Santa Clarita, *General Plan*, June 2011.	

VII. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2004), creating substantial risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☒	☐
f. Result in a change in topography or ground surface relief features	☐	☐	☒	☐
g. Result in earth movement (cut and/or fill) of 10,000 cubic yards or more	☐	☐	☒	☐
h. Involve development and or/grading on a slope greater than 10% natural grade?	☐	☐	☒	☐
i. Result in the destruction, covering, or modification of any unique geologic or physical feature?	☐	☒	☐	☐
j. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Explanation of Checklist Responses

This section is based, in part, on the Preliminary Geotechnical Report and Percolation Feasibility Study prepared by AZ Geo Technics, Inc., which are included as **Appendix E** of this IS/MND.

a.i) Would the project directly or indirectly cause 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? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. The Alquist-Priolo Earthquake Fault Zoning Act of 1972 serves to mitigate the hazard of surface faulting to structures for human occupancy, and is intended to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The act requires the State Geologist to establish regulatory zones, known as Alquist-Priolo Earthquake Fault Zones, around the surface traces of active faults and to issue maps delineating these zones. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet). The act defines active faults as those that have experienced surface displacement or movement during the last 11,000 years.

The Project Site is located at APN 2841-018-071 in the City of Santa Clarita and a seismically active region in Southern California near several fault systems. According to the California Geological Survey (CGS), the Project Site is not mapped within a state-designated Alquist-Priolo Earthquake Fault Zone.[25] In addition, the City's Safety Element does not identify the Project Site as being on an active or potentially active fault.[26] The proposed Project would be designed and constructed in compliance with the 2022 California Building Standards Code and other applicable local, state, and federal codes to minimize impacts related to fault rupture. As such, the Project would not directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault. Therefore, impacts would be less than significant.

a.ii) Would the project directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Less Than Significant Impact. Ground shaking is the primary cause of structural damage during an earthquake. Magnitude, duration, and vibration frequency from earthquakes would vary greatly, depending on the fault and its distance from the Project Site. Although not located within an Alquist-Priolo Earthquake Fault Zone, the Project Site is located in the vicinity of active, conditionally active, and potentially active faults, according to the City's Safety Element. The nearest fault is the San Gabriel Fault zone, which is located approximately 1.5 miles south of the Project Site.[27] Seismic activity along this fault or on any other of the numerous faults in the Southern California area could cause seismic ground shaking in the City. The City requires the Project to be designed and constructed in accordance with the 2022 California Building Standards Code, which was adopted by the City by reference per SCMC Chapter 18.01. In addition, the

[25] California Department of Conservation, California Geological Survey, Earthquake Zones of Required Investigation, https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed August 14, 2023.
[26] City of Santa Clarita, General Plan, Safety Element, 2022.
[27] United States Geological Survey, Interactive Fault Map, https://usgs.maps.arcgis.com/apps/webappviewer/index.html?id=5a6038b3a1684561a9b0aadf88412fcf, accessed August 14, 2023.

Project would be required to implement site-specific geotechnical recommendations related to seismic criteria to minimize public exposure to seismic ground shaking to the extent feasible. Moreover, the Project would in no way exacerbate the risks of seismic ground shaking. As such, the Project would not directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Therefore, impacts would be less than significant.

a.iii) Would the project directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction occurs when loose, water-saturated sediments lose strength and fail during strong ground shaking. Liquefaction is defined as the transformation of granular material from a solid state into a liquefied state as a consequence of increased pore-water pressure. Liquefaction typically occurs during prolonged ground shaking events such as earthquakes, and the soil acquires mobility sufficient to permit both horizontal and vertical movements. Liquefaction potential is greatest in saturated, loose, and poorly graded sand. . According to the CGS, all or a portion of the Project Site lies within a Liquefaction Zone of Required Investigation.[28] However, based on the borings conducted for the Project's Preliminary Geotechnical Report to a depth of 15 below grade, the site is underlain by light brown, fine to coarse, silty sand and sandy silt, roots and gravel to a depth of up to several feet. Below these materials are fine to coarse sand and gravel that are slightly moist and moderate dense to dense. Furthermore, based on the sample test borings in the Project Site, groundwater was not encountered during explorations that reached a depth of 15 feet. As described in the Project's Percolation Feasibility Study, groundwater is not anticipated to rise within 10 feet of the percolation trenches proposed at 5 feet below grade. Therefore, as determined in the Preliminary Geotechnical Report, based on the characteristics above, the potential for soil liquefaction is considered to be minor. Therefore, impacts related to liquefaction would be less than significant.

a.iv) Would the project directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Less Than Significant Impact. Landslides tend to occur in weak soil and rock on sloping terrain. According to the Safety Element, Santa Clarita Valley areas near rivers and floodplains are generally prone to earthquake-induced liquefaction, and hillsides are generally prone to earthquake-induced landslides. Large parts of the City are subject to these hazards, which are addressed through seismic design requirements and the Unified Development Code.[29] According to the CGS, the Project Site is not mapped within a Landslide Zone of Required Investigation.[30] In addition, the Project Site is characterized by relatively flat topography with gentle hills and is not located within a flood hazard area. The Project's Preliminary Geotechnical Report does not consider landslides to be a substantial geotechnical hazard concern. Moreover, the Project would not exacerbate any potential landslide hazards. As such, the Project would not directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving landslides. Therefore, Project impacts related to landslides would be less than significant.

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[28] California Department of Conservation, California Geological Survey, *Earthquake Zones of Required Investigation*, https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed August 14, 2023.

[29] City of Santa Clarita, General Plan, Safety Element, 2022.

[30] California Department of Conservation, California Geological Survey, *Earthquake Zones of Required Investigation*, https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed August 14, 2023.

b. Would the project result in substantial soil erosion or the loss of topsoil?

f. Would the project result in a change in topography or ground surface relief features?

g. Would the project result in earth movement (cut and/or fill) of 10,000 cubic yards or more?

Less Than Significant Impact. The overall Project Site has an average slope of 8.4 percent, while the northwestern portion of the Project Site has an average slope of 16.2 percent. The Project would result in a change in topography or ground surface relief features, as site balancing would require a cut of 5,163 cubic yards and fill of 4,656 cubic yards of earthwork (i.e., less than 10,000 cubic yards).[31] As such, development of the Project would require grading, excavation, and other construction activities that have the potential to disturb existing soils and expose soils to rainfall and wind, thereby potentially resulting in soil erosion. However, as the Project Site exceeds 1 acre, the Project would be required to obtain a National Pollutant Discharge Elimination System (NPDES) Construction General Permit from the Los Angeles Regional Water Quality Control Board (RWQCB). The Construction General Permit requires construction sites that disturb 1 or more acres of land to implement stormwater controls and to develop a stormwater pollution prevention plan (SWPPP). The measures identified in the SWPPP are intended to minimize the amount of sediment and other pollutants associated with construction sites from being discharged in stormwater runoff. The Project would be subject to the erosion control requirements of SCMC Chapter 10.04 (Stormwater and Urban Runoff Pollution Control) and Chapter 17.90 related to the SWPPP, erosion and sediment control plan, and best management practices (BMPs) designed to ensure that discharges of pollutants, including sediment, are effectively prohibited. Erosion control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. No construction activity would begin prior to receipt of written approval of such plan. Furthermore, the Project construction activities would be required to comply with SCAQMD Rule 403, which would reduce the potential for wind erosion by requiring the implementation of dust control measures during construction. Additionally, pursuant to SCMC Chapter 17.95, prior to issuance of grading permit, the Project applicant would be required to prepare and acquire City approval for an Urban Stormwater Mitigation Plan that incorporates appropriate post-construction BMPs, including those related to erosion. Therefore, the Project would not result in substantial soil erosion or the loss of topsoil, and impacts would be less than significant. As also described above, the Project Site is not located within a landslide or a flood hazard area. As such, the project's proposed changes to the site's topography and surface relief would not result in a significant impact.

c. Would the project be located on a geologic unit 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?

h. Would the project involve development and/or grading on a slope greater than 10% natural grade?

Less Than Significant Impact. The east side of the Project Site has a relatively flat topography with gentle rolling hills in the western portion of the Site. The average overall slope is 8.4 percent, while the northwestern portion the site has an average slope of 16.2 percent. The Project's site balancing would require a cut of 5,163 cubic yards and fill of 4,656 cubic yards of earthwork.[32]

[31] The difference between the cut and fill amounts is due to shrinkage/recompaction.
[32] The difference between the cut and fill amounts is due to shrinkage/recompaction.

The Project Site is not located on a cliff, mountainside, bluff, or other geographic feature with stability concerns. As discussed above, the Project Site is not susceptible to landslides, and the potential for soil liquefaction is considered to be minor. Subsidence generally occurs when a large portion of land is displaced vertically, usually due to the rapid and intensive withdrawal of subterranean fluids such as groundwater or oil. No extraction of gas, oil, or geothermal energy is occurring or is planned at the Project Site.

Subsidence typically occurs over a long period of time and can result in structural impacts in developed areas, such as cracked pavement and building foundations, and dislocated wells, pipelines, and water drains. According to the Safety Element, no large-scale problems with ground subsidence have been reported in the City. Furthermore, based on the Preliminary Geotechnical Report, groundwater was not encountered during explorations that reached a depth of 15 feet and is not anticipated at any elevation that would affect the development, including the proposed percolation trenches. As such, Project impacts related to subsidence would be less than significant.

Collapsible soils consist of loose, relatively low-density materials that collapse and compact under the addition of sufficient water or excessive loading. These soils are generally of low density and low moisture content. As described in the Preliminary Geotechnical Report, based on a consolidation test on the dense soils encountered subsurface below a depth of 5 feet, the moisture content was found to be within of optimum moisture. The report, thus, concluded that soil collapse would not present an unusual risk for the Project Site. Soils and fill would be compacted, and grading and structural design of the Project would comply with recommendations of the final geotechnical report and the applicable standards of the California Building Standards Code. As such, Project construction activities would ensure that the proposed building foundations would provide a stable footing for each new building.

Therefore, the Project would not be located on a geologic unit that is unstable or that would become unstable as a result of the Project, and related impacts would be less than significant.

d. Would the project be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2004), creating substantial risks to life or property?

Less Than Significant Impact. As discussed in the Preliminary Geotechnical Report, the potential expansion characteristics of the near-surface soils are classified as low expansive in accordance with CBC Standards' Expansion Index Test. Nonetheless, the Preliminary Geotechnical Report does include grading and expansive soil design/test recommendations as it is possible that the soils that will directly affect the surrounding foundations may vary. Upon completion of rough pad grades, evaluation of foundation bearing materials would be made in accordance with CBC Standards with additional recommendations for construction. Therefore, with implementation of all final geotechnical recommendations, as required through the City's plan check process, the Project's impacts related to expansive soils would be less than significant.

e. Would the project 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?

Less Than Significant Impact. The Project would include four septic leaching fields—one for each residential parcel. As detailed in the Project's Percolation Feasibility Study and conducted in accordance with Los Angeles County Public Health/Environmental Health—Land Use Program, subsurface evaluation included percolation test pits to determine the soil's water absorption rate

for septic leach fields. Based on the evaluation, the Project would have soils capable of adequately supporting the use of septic system. Furthermore, in accordance with SCMC Chapter 17.83, as the Project would require grading in excess of 5,000 cubic yards, the grading permit application would require final geotechnical and engineering geology reports, including septic system information. In accordance with SCMC Chapter 16.13, the Project's septic system would undergo review and approval by the City Engineer and Los Angeles County Health Department. Therefore, Project compliance with code requirements would ensure that impacts would be less than significant.

i. Would the project result in the destruction, covering, or modification of any unique geologic or physical feature?

j. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant with Mitigation Incorporated. The Project Site does not contain any unique physical feature or formation. As discussed previously, the Project Site is currently vacant and undeveloped with dirt roads/trails, Coast Live Oak trees, and vegetation. Geologic maps indicate the central and eastern portions of the Project Site are underlain by Quaternary alluvium, undivided (Holocene to late Pleistocene age), and the western portion of the Project Site is mapped as Miocene-aged Mint Canyon Formation.[33,34] The four trenches conducted for the project's geotechnical report were located in those areas identified as alluvium which agrees with the sediment descriptions from the trench logs. As ground disturbance is planned for the west side of the Project Site, such activities will possibly encounter sandstones, siltstones, and claystones of the Mint Canyon Formation.

Based on a paleontological resources records search conducted by the Natural History Museum of Los Angeles County (NHMLAC), no fossil localities that lie directly within the proposed project are recorded, but fossil localities are located nearby from the same sedimentary deposits that occur in the Project Site either at the surface or at depth. Based on NHMLAC records there are numerous localities with vertebrate fossils reported from the Mint Canyon Formation within the vicinity of the Project Site, including one located approximately 3.5 miles northeast of the Project Site and 17 located at undetermined proximities to the Project Site.[35] The University of California Museum of Paleontology database also reports that fossils collected from the Mint Canyon Formation localities include pronghorns, tortoises, gomphotheres, rabbits, camels, multiple genera of horses, and several types of plants. The database records nine previously known localities from similarly aged formations (Miocene- to Pliocene-aged Fernando, Towsley, and Pico Formations) and older geologic formations (such as the Eocene-aged Juncal Formation) within 3 miles of the Project Site. Several invertebrates have been collected from these localities, as well as vertebrate such as dugongs, baleen whales, and walruses.

Based on the records and research, the Project Site is considered to have high sensitivity for fossils. The Mint Canyon Formation is known to contain many types of fossils, particularly vertebrate remains, and the alluvium in the area ranges from Holocene to late Pleistocene in age. Animal remains older than 5,000 years ago (middle to early Holocene) are considered

[33] Dibblee, T. W. and H. E. Ehrenspeck. 1996. Geologic map of the Mint Canyon quadrangle, Los Angeles County California. Map Scale 1:24,000. Dibblee Geological Foundation

[34] Campbell, R. H., C. J. Willis, P. J. Irvine, and B. J. Swanson. 2016. Preliminary geologic map of the Los Angeles 30 minute by 60 minute quadrangle, California: Version 2.1. 1:100:000. California Geological Survey.

[35] Natural History Museum of Los Angeles County, Paleontological Resources for the Rexhall Project, October 1, 2023. See **Appendix F** of this IS/MND.

scientifically important or significant to the Society of Vertebrate Paleontology. Therefore, **Mitigation Measures GEO-1, GEO-2, and GEO-3** are included to require full-time paleontological monitoring during ground disturbance in undisturbed geologic contexts that have the potential to contain significant paleontological resources. Ground disturbance refers to activities that would impact subsurface geologic deposits, such as grading, excavation, boring, etc. Activities taking place in current topsoil or within previously disturbed fill sediments (e.g., clearing and grubbing) or at the current topsoil surface (e.g., building renovations) do not require paleontological monitoring. **Mitigation Measures GEO-1, GEO-2, and GEO-3,** provided below, are included such that in the event of any discovery of unknown paleontological resources during earthwork, impacts to paleontological resources would be less than significant.

Mitigation Measure GEO-1: A Society of Vertebrate Paleontology (SVP) qualified paleontologist shall be retained to provide or supervise a paleontological sensitivity training (i.e. Workers Environmental Awareness Program or WEAP training) to all personnel planned to be involved with earth-moving activities prior to the beginning of ground-disturbing activities. The training session shall focus on how to identify paleontological resources, such as fossils, that may be encountered and the procedures to follow if identified. A SVP-qualified paleontologist is a professional with a graduate degree in paleontology, geology, or related field, with demonstrated experience in the vertebrate, invertebrate, or botanical paleontology of California, as well as at least one year of full-time professional experience or equivalent specialized training in paleontological research (i.e., the identification of fossil deposits, application of paleontological field and laboratory procedures and techniques, and curation of fossil specimens), and at least four months of supervised field and analytic experience in general North American paleontology as defined by the SVP.

Mitigation Measure GEO-2: Prior to grading or excavation in sedimentary deposits and/or sedimentary rock material other than topsoil, the City shall retain a SVP-qualified paleontologist to monitor or oversee monitoring of these activities. The paleontological monitor shall be on site for any ground-disturbing activities in the geologic formations underlying the project area, as identified in geologic maps (Mint Canyon Formation and Quaternary alluvium, undivided). If no fossils have been recovered after 50 percent of excavation has been completed, full-time monitoring may be modified to weekly spot-check monitoring at the discretion of the qualified paleontologist. The qualified paleontologist may recommend to the client to reduce paleontological monitoring based on observations of specific project area conditions during initial monitoring (e.g., if the geologic setting precludes the occurrence of fossils). The recommendation to reduce or discontinue paleontological monitoring in the project area shall be based on the professional opinion of the qualified paleontologist regarding the potential for fossils to be present after a reasonable extent of the geology and stratigraphy has been evaluated.

Mitigation Measure GEO-3: If any paleontological resources are encountered during construction or the course of any ground-disturbance activities, all such activities shall halt immediately in the vicinity of the find. At this time, the City shall consult with the qualified paleontologist to assess the significance of the find. The assessment shall follow SVP standards as delineated in the *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources* (2010). If any find is determined to be significant, appropriate avoidance measures recommended by the qualified paleontologist and approved by the City must be followed unless avoidance is determined to be infeasible by the City. If avoidance is infeasible, other appropriate measures (e.g., data recovery, excavation) shall be instituted. The recommendations of the qualified paleontologist shall

be implemented with respect to the evaluation and recovery of fossils, after which the construction supervisor shall be notified and shall direct work to continue in the location of the fossil discovery. Any fossils recovered during mitigation shall be cleaned, identified, catalogued, and permanently curated with an accredited and permanent scientific institution with a research interest in the materials.

VIII. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Explanation of Checklist Responses

The following analysis is based in part on the information contained in the Air Quality/Greenhouse Gas Emissions/Energy Data prepared for the Project by Michael Baker International, which is included as **Appendix B** of this IS/MND.

GLOBAL CLIMATE CHANGE

California is a substantial contributor of global greenhouse gases (GHGs), emitting over 418 million metric tons of carbon dioxide equivalent ($MTCO_2e$) per year.[36] Methane (CH_4) is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission. Every nation emits GHGs and as a result makes an incremental cumulative contribution to global climate change; therefore, global cooperation will be required to reduce the rate of GHG emissions enough to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

The impact of human activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO_2, CH_4, and nitrous oxide (N_2O) from before the start of industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO_2 concentrations ranged from 180 to 300 parts per million (ppm). For the period from approximately 1750 to the present, global CO_2 concentrations increased from a pre-industrialization period concentration of 280 to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range. As of April 2023, the highest monthly average concentration of CO_2 in the atmosphere was recorded at 421.39 ppm.[37]

[36] California Air Resources Board, California Greenhouse Gas Emissions for 2000 to 2020, https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/2000-2020_ghg_inventory_trends.pdf, accessed April 3, 2023.

[37] Scripps Institution of Oceanography, Carbon Dioxide Concentration at Mauna Loa Observatory, https://scripps.ucsd.edu/programs/keelingcurve/, accessed April 3, 2023.

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 ppm carbon dioxide equivalent (CO_2e)[38] concentration is required to keep global mean warming below 2 degrees Celsius (^oC), which in turn is assumed to be necessary to avoid dangerous climate change.

REGULATORY FRAMEWORK

State

Various Statewide initiatives to reduce the State's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is under way, and there is a real potential for severe adverse environmental, social, and economic effects in the long term.

Assembly Bill 32 (California Global Warming Solutions Act of 2006). California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500 - 38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on Statewide GHG emissions. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then the California Air Resources Board (CARB) should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

Executive Order S-3-05. Executive Order S-3-05 set forth a series of target dates by which Statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

Senate Bill 32. Signed into law on September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030.

CARB Scoping Plan. On December 11, 2008, CARB adopted the original *Climate Change Scoping Plan* (Scoping Plan), which functioned as a roadmap to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. The Scoping Plan contained the main strategies California implemented to reduce GHG emissions by 174 million metric tons (MT), or approximately 30 percent, from the State's projected 2020 emissions level of 596 million $MTCO_2e$ under a business as usual (BAU)[39] scenario. This is a reduction of 42 million $MTCO_2e$, or almost ten percent, from 2002 to 2004 average emissions, but required the reductions in the face of population and economic growth through 2020.

[38] Carbon Dioxide Equivalent (CO2e) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

[39] "Business as Usual" refers to emissions that would be expected to occur in the absence of GHG reductions; refer to http://www.arb.ca.gov/cc/inventory/data/bau.htm. Note that there is significant controversy as to what BAU means. In determining the GHG 2020 limit, CARB used the above as the "definition." It is broad enough to allow for design features to be counted as reductions.

AB 32 requires CARB to update the Scoping Plan at least once every five years. CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan identified the actions California had already taken to reduce GHG emissions and focused on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. The Scoping Plan update also looked beyond 2020 toward the 2050 goal, established in Executive Order S-3-05, and observed that "a mid-term statewide emission limit will ensure that the State stays on course to meet our long-term goal."

On January 20, 2017, CARB released the proposed Second Update to the Scoping Plan, which identified the State's post-2020 reduction strategy. The Second Update was finalized in November 2017 and approved on December 14, 2017 and reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. The 2017 Scoping Plan Update established a new Statewide emissions limit of 260 million $MTCO_2e$ for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030.

On December 15, 2022, CARB adopted the *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan), which identifies the strategies achieving carbon neutrality by 2045 or earlier. The 2022 Scoping Plan contains the GHG reductions, technology, and clean energy mandated by statutes. The 2022 Scoping Plan was developed to achieve carbon neutrality by 2045 through a substantial reduction in fossil fuel dependence, while at the same time increasing deployment of efficient non-combustion technologies and distribution of clean energy. The plan would also reduce emissions of short-lived climate pollutants (SLCPs) and would include mechanical CO_2 capture and sequestration actions, as well as emissions and sequestration from natural and working lands and nature-based strategies. Under 2022 Scoping Plan, by 2045, California aims to cut GHG emissions by 85 percent below 1990 levels, reduce smog-forming air pollution by 71 percent, reduce the demand for liquid petroleum by 94 percent compared to current usage, improve health and welfare, and create millions of new jobs. This plan also builds upon current and previous environmental justice efforts to integrate environmental justice directly into the plan, to ensure that all communities can reap the benefits of this transformational plan.

Regional and Local

2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy

On September 3, 2020, the Regional Council of the Southern California Association of Governments (SCAG) formally adopted the *Connect SoCal: 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS). The SCS portion of the 2020-2045 RTP/SCS highlights strategies for the region to reach the regional target of reducing GHGs from autos and light-duty trucks by 8 percent per capita by 2020, and 19 percent by 2035 (compared to 2005 levels). Specially, these strategies are to:

- Focus growth near destinations and mobility options;
- Promote diverse housing choices;
- Leverage technology innovations;
- Support implementation of sustainability policies; and
- Promote a green region.

Furthermore, the 2020-2045 RTP/SCS discusses a variety of land use tools to help achieve the State-mandated reductions in GHG emissions through reduced per capita vehicle miles traveled

(VMT). Some of these tools include center focused placemaking, focusing on priority growth areas, job centers, transit priority areas, as well as high quality transit areas and green regions.

City of Santa Clarita General Plan

The City of Santa Clarita General Plan (General Plan) was adopted in June 2011. This General Plan has been prepared pursuant to California Government Code Sections 65300 et. seq., which require that each city and county within the state "adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgment bears relation to its planning." The General Plan includes the following elements: Land Use Element, Economic Development Element, Circulation Element, Noise Element, Conservation and Open Space Element, Safety Element, and Housing Element.

The following goals and policies related to GHG emissions are applicable to the proposed project:

Conservation and Open Space Element

> **Goal CO 8**: Development designed to improve energy efficiency, reduce energy and natural resource consumption, and reduce emissions of greenhouse gases.
>
> > **Objective CO 8.3**: Encourage the following green building and sustainable development practices on private development projects, to the extent reasonable and feasible.
> >
> > > Policy CO 8.3.2: Promote construction of energy efficient buildings through requirements for LEED certification or through comparable alternative requirements as adopted by local ordinance.
> >
> > > Policy CO 8.3.4: Encourage new residential development to include on-site solar photovoltaic systems, or pre-wiring, in at least 50% of the residential units, in concert with other significant energy conservation efforts.
> >
> > > Policy CO 8.3.6: Require new development to use passive solar heating and cooling techniques in building design and construction, which may include but are not be limited to building orientation, clerestory windows, skylights, placement and type of windows, overhangs to shade doors and windows, and use of light colored roofs, shade trees, and paving materials.
> >
> > > Policy CO 8.3.7: Encourage the use of trees and landscaping to reduce heating and cooling energy loads, through shading of buildings and parking lots.
> >
> > > Policy CO 8.3.8: Encourage energy-conserving heating and cooling systems and appliances, and energy-efficiency in windows and insulation, in all new construction.

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b) Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. The City has not adopted a numerical significance threshold for assessing impacts related to GHG emissions. Similarly, the SCAQMD, CARB, or any other state or regional agency has not yet adopted a numerical significance threshold for assessing GHG emissions that applies to the project. Since there is no applicable adopted or accepted numerical threshold of significance for GHG emissions, the methodology for evaluating the project's impacts related to GHG emissions focuses on its consistency with statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions. This evaluation of consistency with such plans is the sole basis for determining the significance of the project's GHG-related impacts on the environment.

Notwithstanding, for informational purposes, the analysis also calculates the amount of GHG emissions that would be attributable to the project using recommended air quality models, as described below. The primary purpose of quantifying the project's GHG emissions is to satisfy State CEQA Guidelines Section 15064.4(a), which calls for a good-faith effort to describe and calculate emissions. The estimated emissions inventory is also used to determine if there would be a reduction in the project's incremental contribution of GHG emissions as a result of compliance with regulations and requirements adopted to implement plans for the reduction or mitigation of GHG emissions. However, the significance of the project's GHG emissions impacts is not based on the amount of GHG emissions resulting from the project.

Project-Related Sources of Greenhouse Gases

Project-related GHG emissions would include emissions from construction activities, area sources, mobile sources, and refrigerants, while indirect sources include emission from energy consumption, water demand, and sold waste generation. The most recent version of the California Emissions Estimator Model (CalEEMod), version 2022.1.1, was used to calculate project-related GHG emissions. **Table VIII-1**, Estimated Greenhouse Gas Emissions, presents the estimated GHG emissions of the proposed project. CalEEMod outputs are contained within **Appendix B**.

Direct Project-Related Sources of Greenhouse Gases

Construction Emissions. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions.[40] As shown in Table VIII-1, the proposed project would result in 15.54 $MTCO_2e$ per year construction emissions when amortized over 30 years (or a total of 466.2 $MTCO_2e$ in 30 years).

[40] The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008).

Table VIII-1
Estimated Greenhouse Gas Emissions

Source	CO_2	CH_4	N_2O	Refrigerants	CO_2e
	Metric Tons/year[1]				
Direct Emissions					
Construction (amortized over 30 years)	15.44	<0.01	<0.01	<0.01	15.54
Area Source	1.31	<0.01	<0.01	-	1.34
Mobile Source	42.00	<0.01	<0.01	0.07	42.70
Refrigerants	-	-	-	0.01	0.01
Total Direct Emissions[2]	***58.75***	***<0.01***	***<0.01***	***0.08***	***59.59***
Indirect Emissions					
Energy	22.9	<0.01	<0.01	-	23.00
Solid Waste	0.28	0.03	0.00	-	0.99
Water Demand	0.29	<0.01	<0.01	-	0.45
Total Indirect Emissions[2]	***23.47***	***0.03***	***<0.01***	***0.00***	***24.44***
Total Project-Related Emissions[2]	***84.03 $MTCO_2e$/year***				

Notes:
1. Emissions calculated using California Emissions Estimator Model Version 2022.1.1 (CalEEMod) computer model.
2. Totals may be slightly off due to rounding.

Refer to **Appendix B**, for detailed model input/output data.

Area Source. Area source emissions were calculated using CalEEMod and project-specific land use data. Project-related area sources include natural gas consumption for space heating and exhaust emissions from landscape maintenance equipment, such as lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the site. The project would directly result in 1.34 $MTCO_2e$ per year from area source emissions; refer to Table VIII-1.

Mobile Source. The mobile source emissions were calculated as a conservative estimate generated from the CalEEMod 2022.1.1 default. Based on CalEEMod default, the proposed project would generate up to approximately 38 daily trips and up to 334 vehicle miles traveled (VMT) per day. The project would result in approximately 42.70 $MTCO_2e$ per year of mobile source generated GHG emissions; refer to Table VIII-1.

Refrigerants. Refrigerants are substances used in equipment for air conditioning and refrigeration. Most of the refrigerants used today are HFCs or blends thereof, which can have high GWP values. All equipment that uses refrigerants has a charge size (i.e., quantity of refrigerant the equipment contains), and an operational refrigerant leak rate, and each refrigerant has a GWP that is specific to that refrigerant. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime, and then derives average annual emissions from the lifetime estimate. The proposed project would result in 0.01 $MTCO_2e$ per year of GHG emissions from refrigerants; refer Table VIII-1.

Indirect Project-Related Sources of Greenhouse Gases

Energy Consumption. Energy consumption emissions were calculated using CalEEMod and project-specific land use data. Southern California Edison (SCE) would provide electricity to the project site. The project's proposed four single-family homes would be required to install solar

panels; however, as a conservative analysis, this project design feature was not modeled. The project would indirectly result in 23.00 $MTCO_2e$ per year due to energy consumption; refer to **Table VIII-1**.

Solid Waste. Solid waste disposal associated with operations of the proposed project would result in 0.99 $MTCO_2e$ per year; refer to **Table VIII-1**.

Water Demand. The project operations would result in a demand of approximately 149,095 gallons of water per year. Emissions from indirect energy impacts due to water supply would result in 0.45 $MTCO_2e$ per year; refer to **Table VIII-1**.

Total Project-Related Sources of Greenhouse Gases

As shown in **Table VIII-1**, the total amount of project-related GHG emissions from direct and indirect sources combined would total 84.03 $MTCO_2e$ per year.

Consistency with Applicable GHG Plans, Policies, or Regulations

Consistency with the 2022 CARB Scoping Plan

The 2022 Scoping Plan identifies reduction measures necessary to achieve the goal of carbon neutrality by 2045 or earlier. Actions that reduce GHG emissions are identified for each AB 32 inventory sector. Provided in **Table VIII-2**, Consistency with the 2022 Scoping Plan: AB 32 GHG Inventory Sectors, is an evaluation of applicable reduction actions/strategies by emissions source category to determine how the project would be consistent with or exceed reduction actions/strategies outlined in the 2022 Scoping Plan.

Consistency with the SCAG 2020-2045 RTP/SCS

On September 3, 2020, the Regional Council of SCAG formally adopted the 2020-2045 RTP/SCS. The 2020-2045 RTP/SCS includes performance goals that were adopted to help focus future investments on the best-performing projects, as well as different strategies to preserve, maintain, and optimize the performance of the existing transportation system. The SCAG 2020-2045 RTP/SCS is forecast to help California reach its GHG reduction goals by reducing GHG emissions from passenger cars by 8 percent below 2005 levels by 2020 and 19 percent by 2035 in accordance with the most recent CARB targets adopted in March 2018. Five key SCS strategies are included in the 2020-2045 RTP/SCS to help the region meet its regional VMT and GHG reduction goals, as required by the State. **Table VIII-3**, Consistency with the 2020-2045 RTP/SCS, shows the project's consistency with these five strategies found within the 2020-2045 RTP/SCS. As shown therein, the proposed project would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS.

Table VIII-2
Consistency with the 2022 Scoping Plan: AB 32 Inventory Sectors

Actions and Strategies	Project Consistency Analysis
Smart Growth / Vehicles Miles Traveled (VMT)	
Reduce VMT per capita to 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045	**Consistent**. The project would be required to install listed raceways to accommodate branch circuits for electric vehicle chargers in accordance with the 2022 Title 24 standards and CALGreen Code, which would promote alternative mode of transportation to reduce mobile source GHG emissions. Additionally, the project would be near public transportation stops, including the Vista Canyon Metrolink station 1.36 miles away. As such, the project would be consistent with this action.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030	**Consistent.** The project is expected to consist of natural gas heating and/or cooking on-site. The City of Santa Clarita has not adopted an ordinance or program limiting the use of natural gas for on-site cooking and/or heating. However, if adopted, the project would comply with the applicable goals or policies limiting the use of natural gas equipment in the future. As such, the project would be consistent with this action.
Construction Equipment	
Achieve 25% of energy demand electrified by 2030 and 75% electrified by 2045	**Consistent.** The City of Santa Clarita has not adopted an ordinance or program requiring electricity-powered construction equipment. However, if adopted, the project would comply with the applicable goals or policies requiring the use of electric construction equipment in the future. As such, the project would be consistent with this action.
Non-combustion Methane Emissions	
Divert 75% of organic waste from landfills by 2025	**Consistent**. SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The law establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025. The project would comply with local and regional regulations and recycle or compost 75 percent of waste by 2025 pursuant to SB 1383. As such, the project would be consistent with this action.
Source: California Air Resources Board, *2022 Scoping Plan*, November 16, 2022.	

Table VIII-3
Consistency with the 2020-2045 RTP/SCS

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Focus Growth Near Destinations and Mobility Options		
• Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations • Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets • Plan for growth near transit investments and support implementation of first/last mile strategies • Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses • Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods • Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) • Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g. shared parking or smart parking)	**Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.**	**Consistent.** The City of Santa Clarita's General Plan land use map. Zoning, and Specific Plans target growth near transit opportunities. Examples include the Regional Commercial (CR) zoning for the Valencia Town Center area, which is allows the highest density of commercial and residential densities in the City; the Downtown Newhall Specific Plan, which targets growth around the Jan Heidt Metrolink Station; and the Vista Canyon Specific Plan, which targets growth around the Vista Canyon Metrolink Station. The project site is located within an area that is planned for residential uses, with uses to the north, west, and east presently developed with single-family residential uses. The project site is currently vacant, and the development of single-family dwelling units would develop underutilized land. The proposed project would be located approximately 1.36 miles southeast of the Vista Canyon Metrolink Station and 2 miles from existing transit bus stops. Therefore, the City focuses growth near destinations and mobility options and the project is consistent with the City's land use plans.
Promote Diverse Housing Choices		
• Preserve and rehabilitate affordable housing and prevent displacement • Identify funding opportunities for new workforce and affordable housing development • Create incentives and reduce regulatory barriers for building context sensitive accessory dwelling units to increase housing supply • Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions	**PGA, Job Centers, HQTAs, NMA, TPAs, Livable Corridors, Green Region, Urban Greening.**	**Consistent.** The City's land use plans promote a diversity of housing choices. For example, the Housing Element of the City's General Plan, which has been certified by the California Department of Housing and Urban Development, includes numerous goals, policies, actions, and objectives centered around preserving and expanding the diversity of the City's housing stock to provide housing opportunities for residents of all income levels.

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
		Consistent with the City's land use plans, the project would involve development of single-family dwelling units located approximately 1.36 miles southeast of the Vista Canyon Metrolink Station and 2 miles from existing transit bus stops, which would support increasing housing supply and supporting reduction of GHG emissions. Therefore, the project would be consistent with this reduction strategy.
Leverage Technology Innovations		
• Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space • Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a "mobility wallet," an app-based system for storing transit and other multi-modal payments • Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation	**HQTA, TPAs, NMA, Livable Corridors.**	**Consistent.** The project would require new single-family development to install listed raceways to accommodate dedicated branch circuits to support electric vehicle chargers in accordance with the 2022 Title 24 standards and CALGreen Code. Additionally, new single-family dwelling units would be required to install solar photovoltaics panels. Therefore, the proposed project would leverage technology innovations and help the City, County, and State meet its GHG reduction goals. The project would be consistent with this reduction strategy.
Support Implementation of Sustainability Policies		
• Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions • Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations • Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space • Work with local jurisdictions/communities to identify opportunities and assess barriers to	**Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors,**	**Not Applicable.** This Reduction Strategy is directed at government agencies to support the implementation of sustainability policies, rather than being directed at specific projects. Nonetheless, the project would implement certain sustainability policies. For example, as previously discussed, the proposed project would be located approximately 1.36 miles southeast of the Vista Canyon Metrolink Station and 2 miles from existing transit bus stops, which would promote alternative modes of transportation. Additionally, new residential development would be required to install listed raceways to

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
implement sustainability strategies • Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region • Continue to support long range planning efforts by local jurisdictions • Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy	**Spheres of Influence (SOIs), Green Region, Urban Greening.**	accommodate dedicated branch circuits to support electric vehicle chargers. The project would include private outdoor areas with landscaped planters, trees, and seating. Further, the project would comply with sustainable practices included in the CALGreen Code and 2022 Title 24 standards. Thus, the project would be consistent with this reduction strategy.
Promote a Green Region		
• Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards • Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration • Integrate local food production into the regional landscape • Promote more resource efficient development focused on conservation, recycling and reclamation • Preserve, enhance and restore regional wildlife connectivity • Reduce consumption of resource areas, including agricultural land Identify ways to improve access to public park space	**Green Region, Urban Greening, Greenbelts and Community Separators.**	**Consistent.** The proposed project involves development of a residential community on a disturbed vacant lot and would therefore not interfere with regional wildlife connectivity or concert agricultural land. The project would be required to comply with CALGreen Code and 2022 Title 24 standards, which would help reduce energy consumption and reduce GHG emissions. Thus, the project would support efficient development that reduces energy consumption and GHG emissions. The project would be consistent with this reduction strategy.
Source: SCAG, *2020-2045 RTP/SCS – Connect SoCal*, September 3, 2020.		

Consistency with the City of Santa Clarita General Plan

The General Plan Open Space and Conservation Element includes goals and policies that promote GHG reduction within the City. The project's consistency with these goals and policies is discussed in Section VI, Energy. As demonstrated in **Table VIII-4**, Consistency with the City of Santa Clarita General Plan, the proposed Project would be consistent with the General Plan.

Conclusion

In summary, the project's characteristics render it consistent with Statewide, regional, and local climate change mandates, plans, policies, and recommendations. More specifically, the GHG plan consistency analysis provided above demonstrates that the project complies with the regulations and GHG reduction goals, policies, actions, and strategies outlined in the 2022 Scoping Plan, 2020-2045 RTP/SCS, and the City's General Plan. Consistency with these plans would reduce the impact of the project's incremental contribution of GHG emissions. Therefore, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHGs, and Project-specific impacts with regard to GHG emissions would be less than significant.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐
i. Expose people to existing sources of potential health hazards (e.g., electrical transmission lines, gas lines, oil pipelines)?	☐	☐	☐	☒

Explanation of Checklist Responses

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Typical of construction activities for development projects, during on-site clearance, grading, and building construction, hazardous materials such as fuel and oils associated with construction equipment, as well as coatings, paints, adhesives, and cleaners, would be routinely used on the Project Site. However, all potentially hazardous materials used during Project construction would be used and disposed of in accordance with applicable regulations, as well as manufacturers' specifications and instructions, thereby reducing the risk of hazardous materials use. In addition, the Project would comply with all applicable federal, state, and local requirements concerning the use, storage, and management of hazardous materials, including but not limited to the Resource Conservation and Recovery Act, California Hazardous Waste Control Law, federal and state Occupational Safety and Health Acts, SCAQMD rules, and permits. These existing regulations are aimed at limiting the amount of hazardous materials used, accident prevention, protection from exposure to specific chemicals, and the proper storage and disposal of hazardous materials. Any associated risk would be adequately reduced to a less-than-significant level through compliance with these standards and regulations. Accordingly, Project construction activities 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 during construction. Therefore, impacts related to the routine transport, use, or disposal of hazardous materials during construction would be less than significant.

During operations, the proposed uses would involve the use of equipment and materials that are standard in the general operation of residential and landscaping uses. Small amounts of commercially available hazardous materials may be used for regular cleaning and maintenance activities, which would neither require the storage, use, or disposal of substantial amounts of hazardous materials nor generate significant quantities of hazardous waste, and would thus not be subject to any special handling or permitting requirements. Therefore, this Project's operations would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. The Project Site is currently vacant and undeveloped, with remnants of one building foundation associated with a building that was constructed between 1978 and 1985 and demolished by 1992. As detailed below in Checklist Question IX.d, the Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No aboveground storage tanks were identified during the pedestrian survey of the Project Site.[41] There are no underground storage tanks within the Project Site, and no oil/gas wells are within the Project Site or adjoining properties.[42] The Project Site is not observed to

[41] Based on the Cultural Resources Identification Memorandum prepared for the Project by Michael Baker International and included as **Appendix D** of this IS/MND.

[42] SWRCB, GeoTracker, List of Leaking Underground Storage Tank Sites, https://geotracker.waterboards.ca.gov/map/?global_id=T0607302824, accessed August 18, 2023; U.S. Environmental Protection Agency, UST Finder, https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=b03763d3f2754461adf86f121345d7bc, accessed

contain subsurface structures or facilities used to process, store, or discharge petroleum or hazardous substances.

Due to the age of the one building foundation to be removed from the Project Site, hazardous materials such as lead-based paint (LBP) and/or asbestos-containing materials (ACM) could be present. In the event that LBP is found within areas proposed for demolition, suspect materials would be removed in accordance with procedural requirements and regulations for the proper removal and disposal of LBP prior to construction activities, including standard handling and disposal practices pursuant to Occupational Safety and Health Administration regulations. Example procedural requirements include the use of respiratory protection devices while handling lead-containing materials; containment of lead or materials containing lead on the Project Site or at locations where construction activities are performed; and certification of all consultants and contractors conducting activities involving LBP or lead hazards. In the event that ACM are found on-site during construction, suspect materials would be removed by a certified asbestos abatement contractor in accordance with applicable regulations. In addition, Project development would include the use of commercially sold construction materials without ACM. With compliance with applicable regulations and requirements, Project construction activities would not expose people to a substantial risk resulting from the release of asbestos fibers into the environment.

Therefore, the Project 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, and impacts would be less than significant.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. There are no schools located within 0.25 miles of the Project Site. The schools nearest to the Project Site include Fair Oaks Ranch Community School, located approximately 1.45 miles northwest; Sulphur Springs Community School, located approximately 1.5 miles to the north; and Golden Oak Community School, located approximately 1.8 miles southwest. As such, the Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school. Therefore, no impacts would occur.

d. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. As previously discussed, the Project Site is currently vacant and undeveloped, with remnants of one building foundation associated with a building that was constructed between 1978 and 1985 and demolished by 1992. The Project Site is not listed on any of the following list of facilities and sites compiled pursuant to Section 65962.5 of the Government Code: DTSC EnviroStor database of hazardous waste clean-up sites; list of solid waste disposal sites identified by the State Water Resources Control Board (SWRCB) with waste constituents above hazardous waste levels outside the waste management unit; SWRCB database of leaking underground storage tanks sites and cleanup program sites; list of sites with active cease and desist orders

August 18, 2023. California Department of Conservation, Well Finder CalGEM GIS, https://maps.conservation.ca.gov/calGEM/wellfinder/v2/, accessed April 5, 2023.

(CDO) and cleanup or abatement orders (CAO) identified by the SWRCB.[43] Therefore, the Project would have no impacts related to listed hazardous material sites.

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. The Project Site is not located within an airport land use plan area or within 2 miles of a public airport or public use airport. The Project is also not located within the vicinity of a private airstrip. The nearest airports are the Agua Dulce Airpark, approximately 9.1 miles to the northeast, and the Whiteman Airport, approximately 9.4 miles to the south. Therefore, the Project would not result in impacts related to airport-related safety hazards or excessive noise.

g. Would the project be impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. Construction activities associated with the Project could include intermittent disruptions of roadways in the vicinity of the Project Site that could be used by emergency providers, including the LACFD and the LASD. However, access would be maintained through the duration of construction. The nearest disaster routes include Sand Canyon Road, located approximately 0.25 miles to the west, and State Route 14, located approximately 2 miles to the north of the Project Site.[44] As described in the City's Safety Element, during the development review process, emergency access is evaluated for all pending development projects; two means of ingress and egress are required for all major development projects, including subdivisions.[45] The Project would be required to comply with the California Fire Code and LACFD conditions requiring fire apparatus access roads, fire lanes, and firefighter access walkways with adequate dimensions, clearances, turning radius, loads, and slope. The Project would adhere to conditions of approval as provided by the LACFD Fire Prevention Unit and included as **Appendix G** of this IS/MND. The conditions would include requirements related to final map submittals, access, water system and fire flow, and fuel modification. Verification for compliance of the Fire Department access related conditions of approval would be performed during the architectural plan review prior to the issuance of building permits. Furthermore, the Project would not preclude the LACFD from implementing California's Strategic Fire Plan and addressing emergency operations, public service, and organizational effectiveness.[46] Therefore,

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[43] California Environmental Protection Agency, Cortese List Background and History, https://calepa.ca.gov/sitecleanup/corteselist/background/, accessed August 18, 2023. California Department of Toxic Substances Control, EnviroStor database, https://www.envirostor.dtsc.ca.gov/public/, accessed August 18, 2023. California Environmental Protection Agency, Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit, https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/SiteCleanup-CorteseList-CurrentList.pdf, accessed August 18, 2023. SWRCB, GeoTracker, List of Leaking Underground Storage Tank Sites, https://geotracker.waterboards.ca.gov/map/?global_id=T0607302824, accessed August 18, 2023. California Environmental Protection Agency, Cortese List: Section 65962.5(c), List of "active" and CDO and CAO, https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5c/, accessed August 18, 2023.

[44] Los Angeles County Public Works, Disaster Routes Map, City of Santa Clarita.

[45] City of Santa Clarita, General Plan, Safety Element, 2022.

[46] City of Santa Clarita, General Plan, Safety Element, 2022.

the Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

h. Would the project 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?

Less Than Significant Impact. According to CalFire, the Project Site is located within a Very High Fire Hazard Severity Zone (VHFHSZ) and Local Responsibility Area (LRA).[47] As discussed in Checklist Sections XV.a.i and XX, the Project would adhere to conditions of approval as provided by the Fire Prevention Unit of the LACFD. During Project construction activities, access to and along Diver Street, Triumph Avenue, and Tannahill Avenue adjacent to the Project Site would remain unobstructed and would remain accessible to emergency vehicles. During operation, the Project would be required to comply with the California Fire Code and LACFD conditions requiring fire apparatus access roads, fire lanes, and firefighter access walkways with adequate dimensions, clearances, turning radius, loads, slope. In addition, to ensure that residents that would have adequate fire water protection, the Project would install fire hydrants with proper pressure and flow rates in accordance with code requirements. Due to the Project Site's location within a VHFHSZ, the Project would be required to prepare and submit a Fuel Modification Plan for approval by the LACFD Fuel Modification Unit. A Fuel Modification Plan would provide a landscape plan showing all proposed and existing-to-remain vegetation on the property. The plan would ensure that vegetation, which can fuel and spread fires, is modified appropriately to protect structures, people, and land. Therefore, the Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, and impacts would be less than significant.

i. Would the project expose people to existing sources of potential health hazards (e.g., electrical transmission lines, gas lines, oil pipelines)?

Less Than Significant Impact. Hazards associated with overhead transmission lines range from exposure to electrical magnetic fields to live wires and flashovers when a person or equipment gets too close to an overhead line. Surface or subsurface-level natural gas or other fuel lines can pose risks when improper contact is made, resulting in leaks, fire, and/or explosions.

The Project Site is currently undeveloped with no existing on-site electricity infrastructure. Existing electrical infrastructure in the area includes overhead electrical power lines along the Triumph Avenue. Similarly, as there are no existing structures on the Project Site requiring natural gas service, there is no natural gas infrastructure located within the Project Site. The U.S. Department of Transportation's National Pipeline Mapping System shows that the nearest natural gas transmission line is located approximately 1.25 miles north of the Project Site, and the nearest hazardous liquid pipeline is located approximately 5.20 miles southwest of the Project Site.[48] Potential hazards related to utility connections and lines and the overhead electrical powerline would be reduced with standard construction precautions, such as identifying the location of utility lines before any Project-related ground disturbance takes place. Therefore, the Project would not expose people to existing sources of potential health hazards, and impacts would be less than significant.

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[47] California Department of Forestry and Fire Protection, Fire Hazard Severity Zones Maps, FHSZ Viewer, https://egis.fire.ca.gov/FHSZ/, accessed April 5, 2023.

[48] U.S. Department of Transportation, National Pipeline Mapping System, https://pvnpms.phmsa.dot.gov/PublicViewer/, accessed August 21, 2023.

X. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?	☐	☐	☒	☐
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f. Otherwise substantially degrade water quality?	☐	☐	☒	☐
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j. [Result in] inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒
k. Result in changes in the rate of flow, currents, or the course and direction of surface water and/or groundwater?	☐	☐	☒	☐
l. [Result in] other modification of a wash, channel creek, or river?	☐	☐	☐	☒

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
m. Impact stormwater management in any of the following ways?				
i) Potential impact of project construction and project post-construction activity on stormwater runoff?	☐	☐	☒	☐
ii) Potential discharges from areas for materials storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas?	☐	☐	☒	☐
iii) Significant environmentally harmful increase in the flow velocity or volume of stormwater runoff?	☐	☐	☒	☐
iv) Significant and environmentally harmful increases in erosion of the Project Site or surrounding areas?	☐	☐	☒	☐
v) Stormwater discharges that would significantly impair or contribute to the impairment of the beneficial uses of receiving waters or areas that provide water quality benefits (e.g., riparian corridors, wetlands, etc.)?	☐	☐	☐	☒
vi) Cause harm to the biological integrity of drainage systems, watersheds, and/or water bodies?	☐	☐	☐	☒
vii) Does the Proposed Project include provisions for the separation, recycling, and reuse of materials both during construction and after project occupancy?	☐	☐	☐	☒

Explanation of Checklist Responses

a. Would the project violate any water quality standards or waste discharge requirements?

f. Would the project otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. As discussed below, the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

Surface Water Quality

The Project Site is located within the Los Angeles Regional Water Quality Control Board's region. Since the Project would disturb 19.87 acres of land, the Project would be required to comply with the NPDES 2022 Construction Stormwater General Permit (ORDER WQ 2022-0057-DWQ,

effective September 1, 2023) and implement a Storm Water Pollution Prevention Plan (SWPPP). In accordance with the requirements of the NPDES Construction General Permit, the Project would prepare and implement a site-specific SWPPP adhering to the California Stormwater Quality Association Best Management Practices Handbook. The SWPPP would set forth best management practices (BMPs) for stormwater and non-stormwater discharges, including, but not limited to, sandbags, storm drain inlets protection, stabilized construction entrance/exit, wind erosion control, and stockpile management, to minimize the discharge of pollutants in stormwater runoff during construction. The SWPPP would be carried out in compliance with the requirements of the State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Board (RWQCB). All construction and grading activities would be required to comply with applicable laws and regulatory documents, including all applicable city ordinances and the City's permit regulating discharges into and from the storm drain system. Prior to issuance of grading permit by the City, the applicant would be required to receive approval of the SWPPP by the City of Santa Clarita Engineering Department. With the implementation of these regulatory compliance requirements, the Project would reduce or eliminate the discharge of potential pollutants from stormwater runoff. Therefore, construction of the Project would not result in discharge that would violate any water quality standard or waste discharge requirements or otherwise substantially degrade surface water quality. Thus, temporary construction-related impacts on surface water quality would be less than significant.

Under Section 303(d) of the Clean Water Act, states are required to identify water bodies that do not meet their water quality standards. Biennially, the LARWQCB prepares a list of impaired waterbodies and the specific pollutant(s) in the region referred to as the 303(d) list. All waterbodies on the 303(d) list are subject to the development of a Total Maximum Daily Load (TMDL). The Project Site is located within and drains into the Santa Clara River Watershed,[49] which includes constituents of concern under California Clean Water Act Section 303(d) List (including indicator bacteria, pesticides, selenium, iron, boron, ammonia, dissolved oxygen, chloride, sulfates, trash).[50] Project operations are not anticipated to increase concentrations of the constituents of concern for the Santa Clara River Watershed but would introduce sources of potential water pollution that are typical of residential uses (e.g., sediment, nutrients, pesticides from runoff from landscaping areas, metals, pathogens, trash and debris, oil and grease). As a development with one acre or greater of disturbed area that adds more than 10,000 square feet of impervious surface, the Project would be considered a development planning priority project under the City's NPDES Municipal Stormwater Permit. Pursuant to SCMC Chapter 17.95, prior to issuance of grading permit, the Project applicant would be required to prepare an Urban Stormwater Mitigation Plan (USMP) that incorporates appropriate post-construction BMPs and acquire City approval.

As described in the Project's Hydrology Report (**Appendix H** of this IS/MND), under existing conditions, the Project Site's impervious area is approximately 1 percent, and storm water generally sheet flows to the north. To quantify the runoff generated by the site, a broader view of the topography is considered since most of the runoff leaving the site comes from the upstream properties to the south (i.e., outside the Project Site), and such additional area had to be accounted for to evaluate the site hydrology pre- and post-development. The runoff from the Project Site leaves the site and drains to Sand Canyon Creek, and ultimately onto the Santa Clara River further downstream. Since the site is not a sump location, a 25-year storm event has been

[49] County of Los Angeles Department of Public Works, Santa Clara River Watershed map, http://www.ladpw.org/wmd/watershed/sc/docs/SantaClaraRiver_wtrshed.pdf.

[50] Los Angeles Regional Water Quality Control Board, Final 2018 California Integrated Report, Appendix A—2018 303(d) List of Impaired Waters, https://www.waterboards.ca.gov/water_issues/programs/water_quality_assessment/2018_integrated_report.htm, accessed November 28, 2023.

analyzed instead of the 50-year storm in order to determine peak stormwater flow rates. The Hydrology Report determined that under proposed conditions, the Project Site's impervious area would increase from approximately 1 percent to approximately 5 percent, and drainage would follow the same pattern as the existing conditions and leaves the site via surface flow at the northerly end of the site. In addition, the 25-year flow runoff rate and volume would increase by 6.84 cubic feet per second and 14,178 cubic feet, respectively. Pursuant to regulatory requirements, the Project applicant would prepare a Low Impact Development (LID) Plan such that the Project would be designed to control pollutants, pollutant loads, and runoff volume to the maximum extent feasible by minimizing impervious surface area and controlling runoff from impervious surfaces through infiltration, evapotranspiration, bioretention and/or rainfall harvest, and use, the design of which would require approval by the City Engineer. Based on the above, with compliance with regulatory requirements, Project impacts to surface water quality during operation would be less than significant.

Groundwater

There are no existing groundwater wells within the Project Site or vicinity.[51] In addition, based on the sample test borings at the Project Site, groundwater was not encountered during explorations that reached a depth of 15 feet, and no evidence of seepage was encountered. As described in the Preliminary Geotechnical Report, groundwater is located at a depth of approximately 50 feet.

The Project would include four septic leaching fields—one for each residential parcel. As detailed in the Project's Percolation Feasibility Study and conducted in accordance with Los Angeles County Public Health/Environmental Health—Land Use Program, subsurface evaluation determined that the Project would have soils capable of adequately supporting the use of septic system. Furthermore, in accordance with SCMC Chapter 17.83, as the Project would require grading in excess of 5,000 cubic yards, the grading permit application would require final geotechnical and engineering geology reports, including septic system information. In accordance with SCMC Chapter 16.13, the Project's septic system would undergo review and approval by the City Engineer and Los Angeles County Health Department. Additionally, groundwater is not anticipated to rise within 10 feet of the bottom of the proposed percolation trench throughout the year. Therefore, based on the above, and as the Project does not propose below-grade development for its residential structures, the Project is not expected to encounter groundwater and temporary dewatering is not anticipated.

The most prominent type of operational activities from a development project that affect groundwater quality are typically spills of hazardous materials and leaking storage facilities and tanks. Surface spills from the handling of hazardous materials most often involve small quantities and are cleaned up in a timely manner in accordance with applicable regulatory requirements, thereby resulting in little threat to groundwater. Other types of risks such as leaking underground storage tanks have a greater potential to affect groundwater. As discussed above in Checklist Section IX and in the Phase I ESA, there are no underground storage tanks within the Project Site. Furthermore, as discussed above, the Project's septic system would comply with relevant wastewater requirements and would be required to undergo review and approval by the City Engineer and Los Angeles County Health Department.

[51] California Water Boards, GAMA Groundwater Information System, https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/, accessed November 28, 2023.

Based on the above, the Project would not result in discharges that would violate any groundwater quality standard or waste discharge requirement associated with groundwater protection. Therefore, Project impacts related to groundwater quality would be less than significant.

b. Would the project substantially decrease 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)?

k. Would the project result in changes in the rate of flow, currents, or the course and direction of groundwater?

Less Than Significant Impact. The Project Site is located within the Santa Clara River Valley East Groundwater Subbasin (East Subbasin).[52] A Groundwater Sustainability Plan (GSP) for the East Subbasin was adopted in January 2022. Managed by the Santa Clarita Valley Groundwater Sustainability Agency, the two local aquifers that comprise the East Subbasin are the primary sources of all local groundwater for prime farmland and hundreds of thousands of people living and working in the Santa Clara River Valley.[53] Under the Sustainable Groundwater Management Act (SGMA) passed in 2015, specific local water agencies are required to develop a detailed road map for maintaining or bringing their groundwater basin into a healthy balance (i.e., a sustainable condition) within the next 20 years.[54] As discussed above, there are no existing groundwater wells within the Project Site or vicinity, and the Project construction activities would not require dewatering or other withdrawals of groundwater. With buildout of the Project, the Project Site's impervious area would increase from approximately 1 percent to approximately 5 percent. As required by existing stormwater regulations, the Project applicant would prepare a LID Plan to control runoff from impervious surfaces through infiltration, evapotranspiration, bioretention and/or rainfall harvest, and use, the design of which would require approval by the City Engineer. Furthermore, in accordance with SCMC Chapter 16.13, the Project's septic system would undergo review and approval by the City Engineer and Los Angeles County Health Department and would not affect groundwater. Lastly, the Project would not involve installation or operation of water/extraction wells. Therefore, the Project would not decrease groundwater supplies or interfere substantially with groundwater recharge, and impacts would be less than significant.

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river in a manner which would result in substantial erosion or siltation on- or off-site?

m.iv) Would the project impact stormwater management in any of the following ways: significant and environmentally harmful increases in erosion of the Project Site or surrounding areas?

Less Than Significant Impact. The Project Site is not crossed by any water courses or rivers. During Project construction, stormwater runoff from precipitation events could cause exposed and stockpiled soils to be subject to erosion and convey sediments into municipal storm drain systems. Thus, as detailed above in Checklist Question X.a, in accordance with the requirements of the

[52] Santa Clarita Valley Groundwater Sustainability Agency, https://scvgsa.org/ , accessed November 29, 2023.
[53] Santa Clarita Valley Groundwater Sustainability Agency, Santa Clara River Valley East Groundwater Subbasin Groundwater Sustainability Plan, January 2022.
[54] Santa Clarita Valley Groundwater Sustainability Agency, Santa Clara River Valley East Groundwater Subbasin Groundwater Sustainability Plan, January 2022.

NPDES Construction General Permit, the Project would prepare and implement a site-specific SWPPP that sets forth BMPs for stormwater and non-stormwater discharges, including, but not limited to, sandbags, storm drain inlets protection, stabilized construction entrance/exit, wind erosion control, and stockpile management. The SWPPP would be carried out in compliance with the requirements of the SWRCB and RWQCB. All construction and grading activities would be required to comply with applicable laws and regulatory documents, including all applicable city ordinances and the City's permit regulating discharges into and from the storm drain system. Prior to issuance of grading permit by the City, the applicant would be required to receive approval of the SWPPP by the City of Santa Clarita Engineering Department. Additionally, pursuant to SCMC Chapter 17.95, prior to issuance of grading permit, the Project applicant would be required to prepare an USMP that incorporates appropriate post-construction BMPs and acquire City approval. With the implementation of regulatory compliance requirements, the Project would not substantially alter the Project Site drainage patterns in a manner that would result in substantial erosion or siltation on- or off-site, and the Project would not impact stormwater management with significant and environmental harmful increases in erosion of the Project Site or surrounding areas. Therefore, such impacts would be less than significant.

d. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?

e. Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

k. Would the project result in changes in the rate of flow, currents, or the course and direction of surface water?

m.i) Would the project impact stormwater management in any of the following ways: potential impact of project construction and project post-construction activity on stormwater runoff?

m.iii) Would the project impact stormwater management in any of the following ways: significant environmentally harmful increase in the flow velocity or volume of stormwater runoff?

Less Than Significant Impact. As described above in Checklist Question X.a and the Project's Hydrology Report (**Appendix H** of this IS/MND), most of the runoff leaving the site comes from the upstream properties to the south (i.e., outside the Project Site). The runoff from the Project Site leaves the site and drains to Sand Canyon Creek and ultimately onto the Santa Clara River further downstream. During construction, in accordance with the requirements of the NPDES Construction General Permit, the Project would prepare and implement a site-specific SWPPP that includes BMPs for stormwater discharges. The SWPPP would be carried out in compliance with the requirements of the SWRCB and RWQCB. All construction and grading activities would be required to comply with applicable laws and regulatory documents, including all applicable City ordinances and the City's permit regulating discharges into and from the storm drain system. Prior to issuance of grading permit by the City, the applicant would be required to receive approval of the SWPPP by the City of Santa Clarita Engineering Department. During operation, as determined by the Hydrology Report, the Project Site's impervious area would increase from approximately 1 percent to approximately 5 percent, and drainage would follow the same pattern as the existing

conditions, leaving the site via surface flow at the northerly end of the site. As indicated above, the 25-year flow runoff rate and volume would increase by 6.84 cubic feet per second and 14,178 cubic feet, respectively. Pursuant to regulatory requirements, the Project applicant would prepare a LID plan such that the Project would be designed to control pollutants, pollutant loads, and runoff volume, the design of which would require approval by the City Engineer. The Project would comply with regulatory requirements to ensure that the Project would not be anticipated to substantially alter the existing drainage pattern of the site or area in a manner which would substantially impede, alter or redirect flood flows. In addition, based on the above, the Project would not be anticipated to substantially alter the existing drainage pattern of the site or area in a manner which would: substantially increase the rate or amount of surface run-off in a manner which would result in flooding on- or off-site, or 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. Similarly, the Project would not impact stormwater management with significant environmentally harmful increases in the flow velocity or volume of stormwater runoff or substantial construction and post-construction effects related to stormwater runoff. As such, such impacts would be less than significant.

g. Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

h. Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

i. Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

j. Would the project result in inundation by seiche, tsunami, or mudflow?

No Impact. According to the Federal Emergency Management Agency (FEMA), the Project Site is not located within a special flood hazard area. The Project Site is located within Zone X (500-year floodplains), which has at least a 0.2 percent annual chance of flooding.[55] There are no water courses or rivers within the Project Site; 300 feet to the east are areas mapped as special flood hazard areas that have a 1 percent annual chance of flooding (i.e., areas in which flood insurance is required for structures that have a federally-backed mortgage).

A tsunami is a sea wave, commonly referred to as a tidal wave, generated by an underwater seismic disturbance, such as sudden faulting or landslide activity. According to the California Department of Conservation mapping system for tsunami hazard areas, as the City of Santa Clarita is an inland community (approximately 25 miles northeast nearest portion of the Pacific Ocean), the City would not be susceptible to experiencing tsunamis.[56]

Seiches are earthquake-induced waves in enclosed bodies of water, such as lakes or reservoirs, and are similar to the sloshing of water in a bucket or bowl when shaken or jarred. In reservoirs,

[55] Los Angeles County Department of Public Works, LA County FEMA MAP (FIRM) Viewer, Map 06037C0845G, https://apps.gis.lacounty.gov/dpw/m/?viewer=floodzone, accessed November 29, 2023.

[56] California Department of Conservation, Tsunami Hazard Area Maps, https://maps.conservation.ca.gov/cgs/informationwarehouse/ts_evacuation/?extent=-13249590.3641%2C3986280.7635%2C-13132183.0887%2C4038410.8168%2C102100&utm_source=cgs+active&utm_content=losangeles, accessed November 30, 2023.

dams can often be overtopped, sending large volumes of water on downstream areas. According to the City's Safety Element, within the Santa Clarita region, the Bouquet and Castaic Reservoirs may be subjected to seiches. The Project Site itself is located approximately 12.6 miles south of the Bouquet Reservoir and 13.2 miles southeast of the Castaic Reservoir. As such, due to the distance and development of urban areas with flood control infrastructure, the Project Site would not be at substantial risk of inundation from a seiche. Therefore, the Project would not risk release of pollutants due to inundation from seiches.

The Project would not result in impacts related to the checklist questions above.

l. Would the project result in other modification of a wash, channel creek, or river?

No Impact. The project's development activities would be limited to the boundaries of the Project Site. As described above, the Project Site is not crossed by any water courses or rivers. Therefore the Project would not result in other modification of a wash, channel creek, or river, and no impact would occur.

m.ii) Would the project impact stormwater management in any of the following ways: potential discharges from areas for materials storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas?

Less Than Significant Impact. The Project proposes the development of four single-family homes within the Project Site. As described in Checklist Question X.a, typical of construction activities for such uses, during on-site clearance, grading, and building construction, hazardous materials such as fuel and oils associated with construction equipment, as well as coatings, paints, adhesives, and cleaners, would be routinely used on the Project Site. However, all potentially hazardous materials used during Project construction would be used and disposed of in accordance with applicable regulations, as well as manufacturers' specifications and instructions, thereby reducing the risk of hazardous materials use. In addition, the Project would comply with all applicable federal, state, and local requirements concerning the use, storage, and management of hazardous materials during construction. During operation, the Project would be anticipated to result in limited use and storage of materials typical of single-family residential and landscaping uses. Small amounts of commercially available hazardous materials may be used for regular cleaning and maintenance activities, which would neither require the storage, use, or disposal of substantial amounts of hazardous materials nor generate significant quantities of hazardous waste, and would thus not be subject to any special handling or permitting requirements. Therefore, the Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and the Project would not impact stormwater management with potential discharges from such materials. As such, Project impacts would be less than significant.

m.v) Would the project impact stormwater management in any of the following ways: Stormwater discharges that would significantly impair or contribute to the impairment of the beneficial uses of receiving waters or areas that provide water quality benefits (e.g., riparian corridors, wetlands, etc.)?

m.vi) Would the project impact stormwater management in any of the following ways: Cause harm to the biological integrity of drainage systems, watersheds, and/or water bodies?

No Impact. As described above, the Project Site is not crossed by any water courses or rivers. As detailed under Checklist Questions IV.b through IV.d, the Project Site does not contain any wetland or riparian habitat, and the Project would not result in any disturbance to wetland vegetation. In addition, no wetland features or vegetation indicative of wetland conditions were observed during the field survey conducted for the Biological Resource Evaluation. Furthermore, as detailed above, construction and operation activities of the Project would be required to comply with regulatory requirements related to stormwater discharges, erosion and pollutants control, and runoff. Accordingly, the Project would not result in stormwater discharges that would significantly impair or contribute to the impairment of the beneficial uses of receiving waters or areas that provide water quality benefits such as riparian corridors and wetlands, and the Project would not impact stormwater management such that harm would be caused to the biological integrity of drainage systems, watersheds, and/or water bodies. No related impact would occur.

m.vii) Would the project impact stormwater management in any of the following ways: Does the proposed project include provisions for the separation, recycling, and reuse of materials both during construction and after project occupancy?

No Impact. As described under Checklist Questions XIX.f and XIX.g, the Project would comply with City diversion requirements by recycling a minimum of 65 percent of all inert materials and 65 percent of all other materials during construction and demolition. In addition, as of July 1, 2023, with implementation of the City's contract with Burrtec Waste Industries to provide residential and commercial waste services in the City, Santa Clarita residents were provided with new bins to separate garbage, recycling, and organic waste.[57] Once operational, the Project would also be subject to such requirements and waste management practices. Non-hazardous solid waste generated from the Project Site (e.g., plastic and glass bottles and jars, paper, newspaper, metal containers, cardboard) would be recycled per local and State regulations, with a diversion goal of 75 percent, in compliance with the Integrated Waste Management Act (Assembly Bill 939). Accordingly, as the Project would comply with adopted programs and regulations pertaining to solid waste and City waste diversion goals, the Project would not result in stormwater management impacts related to solid waste provisions.

[57] City of Santa Clarita, City News, Trash Transition, June 8, 2023, https://www.santa-clarita.com/Home/Components/News/News/10980/, accessed August 14, 2023.

XI. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c. Conflict with any applicable habitat conservation plan, natural community conservation plan, and/or policies by agencies with jurisdiction over the project	☐	☐	☐	☒

Explanation of Checklist Responses

a. Would the project physically divide an established community?

No Impact. The Project Site is currently vacant and undeveloped with dirt roads/trails, 162 Coast Live Oak trees, and vegetation. The proposed uses would be consistent with the existing surrounding uses. Specifically, as detailed below, the Project's uses would be consistent with the uses permitted by the Non-Urban 4 (NU4) Zone of the SCMC and the corresponding General Plan Land Use designation. In addition, all proposed development would occur within the boundaries of the Project Site and the Project would have no effect on existing vehicular or non-motorized travel routes in the Project area. Therefore, the Project would not physically divide an established community, and no impact would occur.

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. The following discussion addresses the Project's consistency with the requirements and policies of the various local plans and regulatory documents that guide development in the City and that were adopted at least in part to avoid or reduce the environmental effects of development, including the General Plan, SCMC, and SCAG 2020-2045 RTP/SCS.

The Project Site is designated as Non-Urban 4 in the City's General Plan and is zoned Non-Urban 4 (NU4).[58] Per the Santa Clarita General Plan and SCMC Section 17.32.040, the NU4 designation provides for the maintenance and expansion of rural communities that are distinguished by large lot sizes (generally two acres or greater), agricultural and equestrian uses, and an absence of urban services. Uses in this designation could include single-family homes at a maximum density of one dwelling unit per two acres, agriculture, equestrian uses, private recreation, and public and institutional facilities serving the local area. The Project would be consistent with such provisions

[58] City of Santa Clarita General Plan, Land Use Element, 2011.

by providing four single-family dwelling units on 19.82 acres, which would be within the density permitted for Non-Urban Residential per the General Plan and the NU4 zoning. In addition, pursuant to SCMC Section 17.32.040, NU4 zones are subject to 20-foot front yard setbacks, 15-foot rear yard setbacks, 5-foot side yard setbacks, and 20-foot side yard setbacks for reverse corner lots. Furthermore, pursuant to SCMC Section 17.39.030, new developments within the Sand Canyon Special Standards District area, within which the Project Site is located, are required to provide riding/hiking trails per the Sand Canyon Backbone Trails exhibit on file with the City's Parks, Recreation, and Community Services Department, as approved by the Department Director. Accordingly, the Project would comply with the setback requirements and provide a 12-foot wide trail easement along the western and southern edges of the Project Site.

With regard to landscaping, the Project would undergo Landscape Plan Review to ensure City's landscaping standards are met prior to issuance of a grading permit per SCMC Section 17.23.150. As the Project would retain and preserve the 162 existing Coast Live Oak trees onsite, the Project would not conflict with the City's Oak Tree Ordinance.

Overall, with City approval of the Project's discretionary actions, the Project would be consistent with all applicable provisions of the General Plan and SCMC adopted for the purpose of avoiding or mitigating an environmental effect.

In addition, as detailed in Checklist Section VIII, Greenhouse Gas Emissions, of this IS/MND, the Project would comply with the plans, policies, regulations and GHG reduction actions/strategies outlined in SCAG's 2020-2045 RTP/SCS, CARB's 2022 Scoping Plan, and the City's General Plan. As detailed below in response to Checklist Question XVII.b, Project impacts related to VMT would be less than significant. Furthermore, the Project would comply with sustainable practices required by the 2022 Title 24 standards and CALGreen Code and may include the use of all electric landscape maintenance equipment, high-efficiency lighting, energy-efficient appliances, low-flow fixtures, and water-efficient irrigation.

With regard to historical resources, as concluded under Checklist Question V.a, no historical resources as defined by CEQA Section 15064.5(a) were identified within the Project Site as a result of the SCCIC records search; literature, map, and aerial photo review; historical society consultation; pedestrian survey; and California and City Register evaluations. As such, the Project would not conflict with applicable regulations adopted for the purposes of avoiding or mitigating effects related to historical resources.

Based on the above analysis, the Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts in this regard are less than significant.

c. Would the project conflict with any applicable habitat conservation plan, natural community conservation plan, and/or policies by agencies with jurisdiction over the project?

No Impact. As described in response to Checklist Question IV.f, the Project Site is not located within any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. As such, implementation of the Project would not conflict with such plans. As described in response to Checklist Question IV.e, the Project Site currently includes 162 coast live oak trees, all of which would be retained and preserved in place by the Project. Therefore, the Project would not conflict with such plan and policies or ordinances protecting biological resources. No impact would occur.

XII. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒
c. Would the project use nonrenewable resources in a wasteful and inefficient manner?	☐	☐	☒	☐

Explanation of Checklist Responses

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The Project Site is not located within an existing Mineral Extraction Area or a Mineral Resource Zone, as identified on the City of Santa Clarita General Plan Conservation and Open Space Element's Exhibit CO-2 (Mineral Resources). According to the City's General Plan, as well as the California Geologic Energy Management Division (CalGEM) Well Finder database, there are no producing, idle, or abandoned oil or natural gas wells, or any other types of mineral extraction activities within the Project Site.[59] Furthermore, the Project Site is governed by the provisions of the NU4 zone, which does not permit mineral recovery uses. Therefore, 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, and no impact would occur.

b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. As discussed above, the Project Site is not located within an existing Mineral Extraction Area or a Mineral Resource Zone. In addition, the Project Site is governed by the provisions of the NU4 zone, which does not permit mineral recovery uses. Therefore, the Project Site is not a mineral resource recovery site, and no impact would occur.

c. Would the project use nonrenewable resources in a wasteful and inefficient manner?

Less Than Significant Impact. The Project would utilize a variety of building materials and energy resources during construction and would consume energy over the long-term operation of the Project. Many of the resources utilized for construction are nonrenewable, including sand, gravel, soils, metals, and hardscape materials, along with petroleum-based fuels to power construction machinery and

[59] California Department of Conservation, Well Finder CalGEM GIS, https://maps.conservation.ca.gov/doggr/wellfinder/, accessed April 5, 2023.

vehicles. A highly competitive construction economy encourages the efficient use of materials and manpower during construction, to be cost effective and meet financial goals. The Project would not require any unique construction methods or materials that would consume nonrenewable resources in an unusually intensive manner. Therefore, this Project is not expected to consume nonrenewable resources during construction in a wasteful or inefficient manner.

In addition, the Project would commit energy and water resources as a result of the long-term operation and maintenance of the development. Water resources are considered to be renewable through the natural hydrological cycle, although in Southern California, fresh water can be a scarce resource during periodically prolonged drought conditions. Portions of the electrical energy that would be utilized on-site would be generated through off-site combustion of nonrenewable fossil fuels at distant power generation facilities; however, renewable energy sources, such as solar and wind, are being utilized more each year by energy providers. Accordingly, Southern California Edison, which provides electricity service to the Project Site, sources 31.4 percent of its supplied energy from renewable resources in its standard power mix, with options for end users to choose energy plans comprising approximately 65 percent renewable energy resources and 100 percent renewable energy resources.[60] Furthermore, the share of renewable energy delivered by energy providers can be expected to increase as California moves toward a target of providing 100 percent renewable energy for all California electric retail sales by 2045, pursuant to California SB 100.[61] Additionally, the Project would be required to comply with California Code of Regulations, Title 24, the California Building Standards Code, which includes the California Building Energy Efficiency Standards and the California Green Building Standards (CALGreen) Code. Title 24, Part 6, the California Energy Code, also known as the California Energy Efficiency Standards for Residential and Nonresidential Buildings, was created to reduce California's energy consumption. It addresses issues concerning design, construction, alteration, installation, or repair of building envelopes, space-conditioning systems, water-heating systems, indoor lighting systems of buildings, outdoor lighting and signage, and certain equipment designed to enhance building efficiency. Therefore, with mandatory compliance with energy efficiency measures, an increasing concentration of renewable energy sources used by electricity providers, and with general market conditions encouraging the efficient use of materials and energy for cost-savings purposes, the Project would not use nonrenewable resources in a wasteful or inefficient manner, and impacts would be less than significant. For additional information see the discussion of Project-related impacts associated with consumption of energy resources during construction and operation as included in Section VI, Energy, above.

60 Southern California Edison, 2021 Power Content Label.

61 California Energy Commission, 2021 SB 100 Joint Agency Report, Achieving 100 Percent Clean Electricity in California: An Initial Assessment, September 2021.

XIII. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project	☐	☐	☒	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 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	☐	☐	☐	☒
f. For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Explanation of Checklist Responses

The following analysis is based on field noise measurements collected on-site, hereinafter referred to as the Noise Data, and included as **Appendix I** of this IS/MND.

NOISE FUNDAMENTALS

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear de-emphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately 3 dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between 3 dBA and 4.5 dBA per doubling

of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance.

There are a number of metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level (L_{eq}), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period of time is often evaluated based on the Day-Night Sound Level (L_{dn}). This is a measure of 24-hour noise levels that incorporates a 10 dBA penalty for sounds occurring between 10:00 p.m. and 7:00 a.m. The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient noise conditions. Typical Ldn noise levels for light and medium density residential areas range from 55 dBA to 65 dBA. Similarly, Community Noise Equivalent Level (CNEL) is a measure of 24-hour noise levels that incorporates a 5-dBA penalty for sounds occurring between 7:00 p.m. and 10:00 p.m. and a 10-dBA penalty for sounds occurring between 10:00 p.m. and 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

REGULATORY FRAMEWORK

State of California

State Office of Planning and Research

The State Office of Planning and Research's *Noise Element Guidelines* include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The *Noise Element Guidelines* contain a recommended land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the CNEL. The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution.

Local

City of Santa Clarita

City of Santa Clarita General Plan

The City of Santa Clarita General Plan (General Plan), adopted in June 2011, includes the City's Noise Element. The following goals and policies from the General Plan Noise Element are applicable to the project.

> **Goal N 1**: A healthy and safe noise environment for Santa Clarita Valley residents, employees, and visitors.
>
> > **Objective N 1.1**: Protect the health and safety of the residents of the Santa Clarita Valley by the elimination, mitigation, and prevention of significant existing and future noise levels.

Policy N 1.1.1: Use the Noise and Land Use Compatibility Guidelines contained on Exhibit N-8 (**Table XIII-1**, Noise and Land Use Compatibility Guidelines), which are consistent with State guidelines, as a policy basis for decisions on land use and development proposals related to noise.

Policy N 1.1.2: Continue to implement the adopted Noise Ordinance and other applicable code provisions, consistent with state and federal standards, which establish noise impact thresholds for noise abatement and attenuation, in order to reduce potential health hazards associated with high noise levels.

Policy N 1.1.3: Include consideration of potential noise impacts in land use planning and development review decisions.

Policy N 1.1.4: Control noise sources adjacent to residential, recreational, and community facilities, and those land uses classified as noise sensitive.

Goal N 2: Protect residents and sensitive receptors from traffic-generated noise.

Objective N 2.1: Prevent and mitigate adverse effects of noise generated from traffic on arterial streets and highways through implementing noise reduction standards and programs.

Policy N 2.1.1: Encourage owners of existing noise-sensitive uses, and require owners of proposed noise sensitive land uses, to construct sound barriers to protect users from significant noise levels, where feasible and appropriate.

Policy N 2.1.2: Encourage the use of noise absorbing barriers, where appropriate.

Goal N 3: Protect residential neighborhoods from excessive noise.

Objective N 3.1: Prevent and mitigate significant noise levels in residential neighborhoods.

Policy N 3.1.1: Require that developers of new single-family and multi-family residential neighborhoods in areas where the ambient noise levels exceed 60 CNEL provide mitigation measures for the new residences to reduce interior noise levels to 45 CNEL, based on future traffic and railroad noise levels.

Policy N 3.1.2: Require that developers of new single-family and multi-family residential neighborhoods in areas where the projected noise levels exceed 65 CNEL provide mitigation measures (which may include noise barriers, setbacks, and site design) for new residences to reduce outdoor noise levels to 65 CNEL, based on future traffic conditions. This requirement would apply to rear yard areas for single-family developments, and to private open space and common recreational and open space areas for multi-family developments.

Policy N 3.1.3: Through enforcement of the applicable Noise Ordinance, protect residential neighborhoods from noise generated by machinery or activities that produce significant discernable noise exceeding recommended levels for residential uses.

Policy N 3.1.4: Require that those responsible for construction activities develop techniques to mitigate or minimize the noise impacts on residences, and adopt standards that regulate noise from construction activities that occur in or near residential neighborhoods.

The State of California has recommended guidelines for acceptable noise levels in various land use categories. The City of Santa Clarita and the County of Los Angeles have adopted these guidelines in a modified form as a basis for planning decisions based on noise considerations. The modified guidelines are shown in **Table XIII-1**, Noise and Land Use Compatibility Guidelines. Modifications were made to eliminate overlap between categories in the table, in order to make the guidelines easier for applicants and decision makers to interpret and apply to planning decisions.

Table XIII-1
Noise and Land Use Compatibility Guidelines

Land Use Category	Normally Acceptable[1] (dBA CNEL/L_{dn})	Conditionally Acceptable[2] (dBA CNEL/L_{dn})	Normally Unacceptable[3] (dBA CNEL/L_{dn})	Clearly Unacceptable[4] (dBA CNEL/L_{dn})
Residential, Low Density Single Family, Duplex, Mobile Homes	Up to 60	61-70	71-75	76 and higher
Residential, multi-family	Up to 60	66-70	71 and higher	76 and higher
Transient Lodging – Motels, Hotels	Up to 60	66-70	71 and higher	81 and higher
Schools, Libraries, Churches, Hospitals, Nursing Homes	Up to 60	66-70	71 and higher	81 and higher
Auditoriums, Concert Halls, Amphitheaters	--	Up to 65	--	66 and higher
Sports Arena, Outdoor Spectator Sports	--	Up to 75	--	76 and higher
Playgrounds Neighborhood Parks	Up to 65	--	66-75	76 and higher
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Up to 75	--	75 and higher	--
Office Buildings, Business Commercial and Professional	Up to 70	71-75	76 and higher	--
Industrial, Manufacturing, Utilities, Agricultural	Up to 75	76-80	81 and higher	--

Notes:
1. Normally acceptable means that specified land uses are satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without and special noise insulation requirements.
2. Possibly acceptable means that new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed Nosie insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems/air conditioning will normally suffice.
3. Normally unacceptable means that new construction or development should generally be discouraged. If new construction or development does procced a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. Sound walls, window upgrades, and site design modifications may be needed in order to achieve City standards.
4. Clearly unacceptable means that the new construction or development should generally not be undertaken.

Source: City of Santa Clarita, General Plan, Noise Element Exhibit N-8, June 2011.

Santa Clarita Municipal Code

The City of Santa Clarita Noise Ordinance is contained within the *Santa Clarita Municipal Code* (Municipal Code) Chapter 11.44, Noise Limits. The Noise Ordinance contains performance standards for the purpose of prohibiting unnecessary, excessive, and annoying noises from all sources subject to its police power. At certain levels, noises are detrimental to the health and welfare of the citizenry, and, in the public interests, such noise levels shall be systematically proscribed.

The following sections of the Municipal Code are applicable to the proposed project.

11.44.040 — Noise Limits

A. It shall be unlawful for any person within the City to produce or cause or allow to be produced noise which is received on property occupied by another person within the designated region, in excess of the following levels, except as expressly provided otherwise herein:

Table XIII-2
City of Santa Clarita Noise Limits

Region	Time	Sound Level dB
Residential Zone	Day	65
Residential Zone	Night	55
Commercial and Manufacturing	Day	80
Commercial and Manufacturing	Night	70

At the boundary line between a residential property and a commercial and manufacturing property, the noise level of the quieter zone shall be used.

B. Corrections to Noise Limits. The numerical limits given in subsection (A) of this section shall be adjusted by the following corrections, where the following noise conditions exist:

Noise Condition	Correction (in dB)
1) Repetitive Impulsive noise	-5
2) Steady whine, screech or hum	-5
The following corrections apply to day only:	
3) Noise occurring more than 5 but less than 15 minutes per hour	+5
4) Noise occurring more than 1 but less than 5 minutes per hour	+10
5) Noise occurring less than 1 minute per hour	+20

11.44.070 Special Noise Sources—Machinery, Fans and Other Mechanical Devices.
Any noise level from the use or operation of any machinery, equipment, pump, fan, air conditioning apparatus, refrigerating equipment, motor vehicle, or other mechanical or electrical device, or in repairing or rebuilding any motor vehicle, which exceeds the noise limits as set forth in Municipal Code Section 11.44.040 at any property line, or, if a condominium or rental units, within any condominium unit or rental unit within the complex, shall be a violation of this chapter.

11.44.080 Special Noise Sources – Construction and Building.

No person shall engage in any construction work which requires a building permit from the City on sites within three hundred (300) feet of a residentially zoned property except between the hours of seven a.m. to seven p.m., Monday through Friday, and eight a.m. to six p.m. on Saturday. Further, no work shall be performed on the following public holidays: New Year's Day, Independence Day, Thanksgiving, Christmas, Memorial Day and Labor Day.

The Department of Community Development may issue a permit for work to be done "after hours"; provided, that containment of construction noises is provided.

EXISTING CONDITIONS

The project area is located within a rural area. The site vicinity consists of residential uses to the north, east, and west with undeveloped land located to the south. The primary sources of stationary noise in the site vicinity are heating, ventilation, and air conditioning (HVAC) units. The noise associated with these sources may represent a single-event or a continuous occurrence and occur intermittently during both daylight and nighttime hours.

The majority of the existing mobile source noise in the project area is generated from vehicles traveling along Tannahill Avenue, Diver Street, and Triumph Avenue.

Noise Measurements

In order to quantify existing ambient noise levels in the vicinity of the project site, two noise measurements were taken on April 26, 2023; refer to **Table XIII-3**, Noise Measurements. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site. Ten-minute measurements were taken between 10:00 a.m. and 11:00 a.m. Short-term (L_{eq}) measurements are considered representative of the noise levels throughout the day.

Table XIII-3
Noise Measurements

Site No.	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Peak (dBA)	Time
1	East of Diver Street and Triumph Avenue.	48.2	38.7	62.7	87.1	10:23 a.m.
2	In front of 26754 Tannahill Avenue	43.8	33.0	62.2	84.5	10:43 a.m.
Notes: dBA = A-weighted decibels, L_{eq} = Equivalent Sound Level; L_{min} = Minimum Sound Level; L_{max} = Maximum Sound Level, Peak = Highest Instantaneous Sound Level						
Source: Michael Baker International, April 26, 2023.						

Meteorological conditions were clear sunny skies, warm temperatures, with light wind speeds (0 to 5 miles per hour), and low humidity. Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a Type 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for sound level meters. The results of the field measurements are included in **Appendix I** of this IS/MND.

Noise Sensitive Receptors

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as natural-setting parks, historic sites, and cemeteries areas are considered sensitive to increases in exterior noise levels. Schools, churches, hotels, libraries, and other places where low interior noise levels are essential are also considered noise-sensitive land uses.

The nearest sensitive receptors are single-family residential uses located adjacent to the project site to the north, west, and east.

a. Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant.

It is difficult to specify noise levels that are generally acceptable to everyone; what is annoying to one person may be unnoticed by another. Standards may be based on documented complaints in response to documented noise levels, or based on studies of the ability of people to sleep, talk, or work under various noise conditions. However, all such studies recognize that individual responses vary considerably. Standards usually address the needs of the majority of the general population.

As stated above, the project site is located in the City of Santa Clarita. Therefore, regulations controlling unnecessary, excessive, and annoying noise from the City of Santa Clarita's Municipal Code and General Plan are applicable to the project.

Construction Noise Impacts

Construction activities generally are temporary and have a short duration, resulting in periodic increases in the ambient noise environment. Construction activities would occur over approximately 17 months and would include the following phases: grading, building construction, paving, roadway construction, and architectural coating. The highest levels of ground-borne noise and other types of construction-related noise impacts would typically occur during the grading phase. Typical noise levels generated by construction equipment are shown in **Table XIII-4**, Maximum Noise Levels Generated by Typical Construction Equipment.

Construction noise impacts generally happen when construction activities occur in areas immediately adjoining noise-sensitive land uses, during noise-sensitive times of the day, or when construction durations last over extended periods of time. The closest existing sensitive receptors are single-family homes adjacent to the north, west, and east of the planned construction area. As indicated in **Table XIII-4**, typical L_{max}, or highest construction noise levels occurring over a given time period, would range from approximately 89 to 104 dBA at 10 feet. It should be noted that the noise levels identified in **Table XIII-4** are maximum sound levels (L_{max}), which are the highest individual sound occurring at an individual time period. Although L_{max} is important in evaluating an interference caused by a single noise event, L_{max} could not be totaled into a one-hour or a 24-hour cumulative measure of impact as CNEL or L_{dn} could. Operating cycles for these

Table XIII-4
Maximum Noise Levels Generated by Typical Construction Equipment

Type of Equipment	Acoustical Use Factor[1]	L_{max} at 50 Feet (dBA)	L_{max} at 10 Feet (dBA)
Backhoe	40	78	92
Concrete Mixer Truck	40	79	93
Concrete Saw	20	90	104
Crane	16	81	95
Dozer	40	82	96
Excavator	40	81	95
Forklift	20	75	89
Generator	50	81	95
Grader	40	85	99
Loader	40	79	93
Paver	50	77	91
Roller	20	80	94
Tractor	40	84	98
Water Truck	40	75	89
General Industrial Equipment	50	85	99

Note:
1. Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

Source: Federal Highway Administration, Roadway Construction Noise Model (*FHWA-HEP-05-054*), January 2006.

types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). It should also be noted that construction noise levels would intermittently occur for a few days when construction equipment is operating closest to these residential uses. The remainder of the time, the construction noise levels would be much less because the equipment would be working in a large area farther away from the existing sensitive uses.

Human response to sound is highly individualized. Annoyance is the most common issue regarding community noise. However, many factors influence people's response to noise. The factors can include the character of the noise, the variability of the sound level, the presence of tones or impulses, and the time of day of the occurrence. Additionally, non-acoustical factors, such as the person's opinion of the noise source, the ability to adapt to the noise, the attitude towards the source and those associated with it, and the predictability of the noise, all influence people's response. As such, response to noise varies widely from one person to another and with any particular noise, individual responses will range from "not annoyed" to "highly annoyed".

The City has established noise standards for construction activity in Municipal Code Section 11.44.080 Special Noise Sources – Construction and Building. Pursuant to Municipal Code Section 11.44.080, construction noise is prohibited between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, 6:00 p.m. and 8:00 a.m. on Saturday, and/or any time on Sunday or a federal holiday. The City does not establish noise level threshold for construction activities, as construction activities are short-term and temporary, and construction noise during daytime is considered a normal part of daily urban activities. As long as construction activities comply with

the allowed hours, the project is considered consistent with the Municipal Code and resulting in less than significant construction noise impacts. As such, as the project construction activities would occur within the allowable hours specified by the Municipal Code, a less than significant impact would occur in this regard.

Long-Term Operational Noise Impacts

Mobile Noise

Operation of the proposed project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. Future development generated by the proposed project would result in limited additional vehicle trips on adjacent roadways, thereby potentially increasing vehicular noise in the vicinity of existing and proposed land uses. The most prominent source of mobile traffic noise in the project vicinity is along Diver Street, Triumph Avenue, and Tannahill Avenue. Based on the City's General Plan Noise Chapter, these roadways are not considered a major roadway and no noise contours were provided.

According to the California Emissions Estimator Model Version 2022.1.1 (CalEEMod) (i.e., the air emissions model used for the project) program default trip generation rates, the project would generate approximately 38 daily trips on weekdays, 38 daily trips on Saturdays, and 34 daily trips on Sundays; refer to Checklist Section III, Air Quality, and **Appendix B** of this IS/MND. These trips would be dispersed onto the adjacent roads (e.g., initially split onto Triumph Avenue and Tannahill Avenue) and spread over the course of the day, such that only several trips, at most, would be predicted to be added to any roadway segment in any given hour. The estimated daily trips from the proposed project would represent a nominal increase in daily traffic compared to existing traffic conditions on the surrounding roadways. According to the California Department of Transportation (Caltrans), a doubling of traffic (100 percent increase) on a roadway would result in a perceptible increase in traffic noise levels (3 dBA).[62] As such, the project-related increase in traffic volume along surrounding roadways would be nominal compared to existing traffic, as the project would not result in a perceptible increase traffic noise level (less than 100 percent). Thus, a less than significant impact would occur in this regard.

Stationary Noise Impacts

Stationary noise sources associated with the proposed project would include mechanical equipment, slow-moving trucks, parking activities, and outdoor gathering area. These noise sources are typically intermittent and short in duration. Noise has a decay rate due to distance attenuation, which is calculated based on the Inverse Square Law. Based upon the Inverse Square Law, sound levels decrease by 6 dBA for each doubling of distance from the source.[63] All stationary noise activities would be required to comply with the City's Noise Ordinance and the California Building Code requirements pertaining to noise attenuation. Furthermore, such noise sources would be typical of residential uses and consistent with the existing noise sources at the surrounding residential properties. Such residential noise is not a significant effect on the environment and impacts in this regard are less than significant.

[62] California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.

[63] Cyril M. Harris, Noise Control in Buildings, 1994.

Mechanical Equipment

Heating Ventilation and Air Conditioning (HVAC) units typically generate noise levels of approximately 66 dBA L_{eq} at 3 feet from the source.[64] HVAC units could be included on the side of the proposed buildings. The proposed dwelling unit being constructed on the northwest portion of the project site would be the closest building to the nearest sensitive receptors. Potential HVAC units of the dwelling units would be located as close as 200 feet from the nearest sensitive receptors to the north. At this distance, potential noise from HVAC units would be approximately 40 dBA and would not exceed the City's exterior daytime (i.e., 65 dBA) and nighttime (i.e., 55 dBA) noise standards for residential uses. Furthermore, noise levels would not be audible above existing ambient noise levels; refer to **Table XIII-3**. Therefore, the nearest sensitive receptors would not be directly exposed to substantial noise from on-site mechanical equipment and impacts would be less than significant.

Slow-Moving Trucks

The project proposes a residential development that would necessitate occasional trash pickup. Typically, a medium 2-axle truck used to make deliveries can generate a maximum noise level of 79 dBA at a distance of 50 feet.[65] These are levels generated by a truck that is operated by an experienced "reasonable" driver with typically applied accelerations. Higher noise levels may be generated by the excessive application of power. Lower levels may be achieved but would not be considered representative of a normal truck operation. The proposed project is not anticipated to require a significant number of truck trips, and all anticipated truck trips would be those typical of residential neighborhoods (e.g., garbage trucks and delivery trucks). Garbage trucks currently service the surrounding area, and thus would not introduce a new source of noise to the site vicinity. As such, impacts would be less than significant in this regard.

Parking Areas

Traffic associated with parking activities is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up and car pass-byes may be an annoyance to adjacent noise-sensitive receptors. Estimates of the maximum noise levels associated with some parking lot activities are presented in **Table XIII-5**, Typical Noise Levels Generated by Parking Lots.

Table XIII-5
Typical Noise Levels Generated by Parking Lots

Noise Source	Maximum Noise Levels at 50 Feet from Source
Car door slamming	61 dBA L_{eq}
Car starting	60 dBA L_{eq}
Car idling	53 dBA L_{eq}
Source: Kariel, H. G., Noise in Rural Recreational Environments, Canadian Acoustics 19(5), 3-10, 1991.	

[64] Berger, Elliott H., et al., Noise Navigator Sound Level Database with Over 1700 Measurement Values, June 26, 2015.

[65] Elliot H. Berger, Rick Neitzel, and Cynthia A. Kladden, Noise Navigator Sound Level Database with Over 1700 Measurement Values, July 6, 2010.

The proposed project would provide driveways and parking spaces for the dwelling units. As shown in **Table XIII-5**, parking activities can result in noise levels up to 61 dBA at a distance of 50 feet. It is noted that parking lot noise are instantaneous noise levels compared to noise standards in the CNEL scale, which are averaged over time. As a result, actual noise levels over time resulting from parking activities would be far lower than what is identified in **Table XIII-5**. The proposed project would have intermittent parking activities noise due to the movement of vehicles. The nearest sensitive receptors would be located approximately 200 feet from parking areas associated with the proposed dwelling unit on the northwest portion of the project site. At this distance, noise levels from parking activities would range from 24 to 41 dBA. As such, driveway parking noise levels would not exceed the City's exterior daytime (i.e., 65 dBA) and nighttime (i.e., 55 dBA) noise standards for residential uses and would be lower than existing ambient noise levels near the site; refer to **Table XIII-3**. Further, parking activity noise currently exists within the adjacent residential neighborhoods and would not represent a new source of noise. Impacts would be less than significant in this regard.

Outdoor Gathering Area

The proposed project includes private open spaces for the dwelling units. The open space has the potential to be occasionally accessed by groups of people intermittently for private gatherings, etc. Noise generated by groups of people (i.e., crowds) is dependent on several factors including vocal effort, impulsiveness, and the random orientation of the crowd members. Crowd noise is estimated at 60 dBA at one meter (3.28 feet) away for raised normal speaking.[66] This noise level would have a +5 dBA adjustment for the impulsiveness of the noise source, and a -3 dBA adjustment for the random orientation of the crowd members.[67] Therefore, crowd noise would be approximately 62 dBA at one meter from the source (i.e., the outdoor gathering areas).

The nearest sensitive receptors would be the residential uses to the north of the project site, located approximately 200 feet from the proposed dwelling unit. Therefore, crowd noise at the nearest sensitive receptor would be 26 dBA, which would not exceed the City's noise standards for residential uses (i.e., 65 dBA for daytime and 55 dBA for nighttime) and would be lower than existing ambient noise levels near the site; refer to **Table XIII-3**. As such, project noise associated with outdoor gathering area would not introduce an intrusive noise source over the existing condition. Furthermore, such noise sources would be typical of residential uses and consistent with the existing potential noise sources at the surrounding residential properties. Such residential activity noise is not a significant effect on the environment. Thus, a less than significant impact would occur in this regard.

b. Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of some heavy-duty construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and

[66] M.J. Hayne, et al, Prediction of Crowd Noise, Acoustics, November 2006.
[67] M.J. Hayne, et al, Prediction of Crowd Noise, Acoustics, November 2006.

perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. The Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Assessment Manual identifies various vibration damage criteria for different building classes. This evaluation uses the FTA architectural damage threshold for continuous vibrations at engineered concrete and masonry buildings of 0.2 inch-per-second PPV. As the nearest structures to project construction areas are residential structures, this threshold is considered appropriate. The vibration produced by construction equipment is illustrated in Table XIII-6, Typical Vibration Levels for Construction Equipment.

The nearest structure is the single-family residential structure located 50 feet to the north of the project site. As shown in **Table XIII-6**, at the distance of 50 feet, the maximum vibration velocities would be approximately 0.027 inch-per-second PPV, which would not exceed the FTA significance threshold (i.e., 0.2 inch-per-second PPV). Therefore, groundborne vibration impacts during project construction would be less than significant.

Table XIII-6
Typical Vibration Levels for Construction Equipment

Equipment	Reference peak particle velocity at 25 feet (inch per second)	Approximate peak particle velocity at 50 feet (inch per second)[1]
Large bulldozer	0.089	0.032
Loaded trucks	0.076	0.027
Small bulldozer	0.003	0.001

Notes:
1. Calculated using the following formula:
   $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$
   where: PPV (equip) = the peak particle velocity in inch-per-second of the equipment adjusted for the distance
   PPV (ref) = the reference vibration level in inch-per-second from Table 7-4 of the FTA *Transit Noise and Vibration Impact Assessment Manual*
   D = the distance from the equipment to the receiver

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

c. Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

d. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. As discussed in the response to response to Checklist Question XIII.a above, noise generated during Project construction and operation would be below applicable noise thresholds. Accordingly, the project would not result in substantial temporary or permanent increases in ambient noise levels in the project vicinity above levels existing without the project. Therefore, the Project would result in less than significant impacts on noise.

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?

f. For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The proposed project is not located within an airport land use plan. The closest airport is the Agua Dulce Airport located approximately 9.1 miles to the northeast of the project site. Therefore, the proposed project would not expose people residing or working in the area to excessive noise levels. In addition, there are no private airstrips within two miles of the project site. Therefore, no impacts would occur.

XIV. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere (especially affordable housing)?	☐	☐	☐	☒
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Explanation of Checklist Responses

a. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. The Project includes the development of four single-family homes. As discussed in Section XI, Land Use and Planning, of this IS/MND, the proposed residential uses would be consistent with the permitted land uses on-site. While the Project would install septic leaching fields and require connections to existing utility infrastructure, development would be confined to the boundaries of the Project Site. Similar to other construction projects in the region, the Project construction workers are expected to be drawn from the large, available regional labor force, who would commute to the Project Site during the construction period. As such, the Project would not induce construction employees to move to the Project vicinity. During operation, based on an average household size of 2.973 persons per household, the Project would generate approximately 12 residents.[68] As discussed above, SCAG is regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development, and the environment. With regard to future growth, SCAG has prepared the 2020–2045 RTP/SCS, which provides population, housing, and employment projections for cities under its jurisdiction through 2045. According to SCAG 2020–2045, the City of Santa Clarita would have an estimated 77,448 households in 2023 and 79,062 household in 2025 (the Project's buildout year). In addition, the City would have a forecasted population of 228,000 residents in 2023 and 230,800 residents in 2025.[69] As such, the Project's four single-family homes and 12 residents would represent 0.25 percent and 0.43 percent of the projected growth in the City, respectively. As such, the Project would be consistent with the population growth projections in the updated 2020-2045

[68] Southern California Association of Governments, Connect SoCal, 2020–2045 RTP/SCS, Demographics and Growth Forecast Technical Report, September 2020.

[69] Southern California Association of Governments, Pre-certified Local Housing Data for Santa Clarita, April 2021, page 12.

RTP/SCS. Therefore, the Project would not induce substantial unplanned population growth in the City, and impacts would be less than significant.

b. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere (especially affordable housing)?

c. Would the project displace substantial numbers of existing people, necessitating the construction of replacement housing elsewhere?

No Impact. The Project Site does not currently provide housing, and no persons reside onsite. The Project would provide single-family homes as allowed by the site's NU4 zoning. Neither construction nor operation of the Project would not displace any people or housing. Thus, the Project would not necessitate the construction of replacement housing elsewhere, and no impact would occur.

XV. PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☒	☐
iv) Parks?	☐	☐	☒	☐
v) Other public facilities?	☐	☐	☒	☐

Explanation of Checklist Responses

a.i) 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 fire protection services?

Less Than Significant Impact. The City of Santa Clarita contracts with the Los Angeles County Fire Department (LACFD) for urban and wildland fire protection services, fire prevention services, emergency medical services, hazardous materials services, and urban search and rescue services. LACFD provides fire protection and life safety services to over four million residents within its jurisdiction of 60 incorporated cities and all 122 unincorporated areas of the County.[70] LACFD also operates as a unit of the CAL FIRE and has the responsibility of implementing California's Strategic Fire Plan in Los Angeles County and addressing emergency operations, public service, and organizational effectiveness.[71] The LACFD participates in the Rescue Emergency Mutual Aid System based on a mutual aid agreement among emergency responders to provide assistance across jurisdictional boundaries, in cases where an emergency response exceeds capabilities of local resources.[72] The nearest stations are LACFD Station 123, which is located 0.75 miles southeast of the Project Site, and LACFD Station 107, which is located 2.10

[70] LACFD, 2021 County of Los Angeles Fire Department Annual Report, 2021.
[71] City of Santa Clarita, General Plan, Safety Element, 2022.
[72] County of Los Angeles, *Los Angeles County Fire Department 2022 Strategic Fire Plan*, 2021.

miles northwest of the Project Site. According to CalFire, the Project Site is located within a Very High Fire Hazard Severity Zone (VHFHSZ) and Local Responsibility Area (LRA).[73] The Project would adhere to conditions of approval as provided by the LACFD Fire Prevention Unit and included as **Appendix G** of this IS/MND. The conditions include requirements related to final map submittals, access, water system and fire flow, and fuel modification.

During construction of the Project, staging would occur within the Project Site. Access to and along Diver Street, Triumph Avenue, and Tannahill Avenue adjacent to the Project Site would remain unobstructed and would remain accessible to emergency vehicles. During operation, as discussed above, the Project would consist of four residences with approximately 12 residents.[74] As such, the Project would have an increased demand of fire protection services when compared to existing conditions. However, the Project would be required to comply with the California Fire Code and LACFD conditions requiring fire apparatus access roads, fire lanes, and firefighter access walkways with adequate dimensions, clearances, turning radius, loads, slope. In addition, to ensure that residents that would have adequate fire water protection, the Project would install fire hydrants with proper pressure and flow rates in accordance with code requirements. Due to the Project Site's location within a VHFHSZ, the Project would be required to prepare and submit a Fuel Modification Plan for approval by the LACFD Fuel Modification Unit. A Fuel Modification Plan would provide a landscape plan showing all proposed and existing-to-remain vegetation on the property. The plan would ensure that vegetation, which can fuel and spread fires, is modified appropriately to protect structures, people, and land.

Adequate fire protection services can be provided to the Project with the existing fire stations and facilities in the area. The Project is not anticipated to affect fire protection demands to the extent that new or physically altered fire facilities would be required. Furthermore, in *City of Hayward v. Board of Trustees of California State University Ruling* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including fire protection, and that it is reasonable to conclude that the City will comply with that provision to ensure that public safety services are provided.[75] Therefore, impacts on fire protection services are less than significant.

a.ii) 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 police protection services?

Less Than Significant Impact. The City of Santa Clarita is served by the Los Angeles County Sheriff's Department (LASD), which covers a service area of 656 square miles. The LASD's Santa Clarita Valley Station is located at 26201 Golden Valley Road and serves the Angeles National Forest, Bouquet Canyon, Canyon Country, Castaic, Gorman, Hasley Canyon, Newhall, Neenach, Sand Canyon, Santa Clarita, Saugus, Six Flags Magic Mountain, Sleepy Valley, Southern Oaks, Stevenson Ranch, Sunset Point, Tesoro del Valle, Valencia, Val Verde, West Hills, Westridge. The Santa Clarita Valley Sheriff's Station serves an estimated resident population of 310,000 persons. The station has been staffed by 205 sworn personnel and 34 civilian employees, but

[73] California Department of Forestry and Fire Protection, Fire Hazard Severity Zones Maps, FHSZ Viewer, https://egis.fire.ca.gov/FHSZ/, accessed April 5, 2023.

[74] Southern California Association of Governments, Connect SoCal, 2020–2045 RTP/SCS, Demographics and Growth Forecast Technical Report, September 2020.

[75] *City of Hayward v. Board of Trustees of the California State University* (2015) 242 Cal. App. 4th 833, 843, 847.

staffing levels and standards vary based on needs, performance level, and service modeling.[76] Average response times from the Santa Clarita Valley Sheriff's Station for the 2020-2021 fiscal year were 74.5 minutes for routine calls, 13.9 minutes for priority calls, and 6.45 minutes for emergency calls, which would be longer for routine calls and shorter for priority and emergency calls when compared to industry standards.[77]

During construction, the Project Site would implement temporary security measures, such as fencing, lighting, and locked entry to secure the site. During operation, the Project would generate approximately 12 residents. As such, the Project would introduce permanent service population to the Project Site, which is currently vacant. However, the Project would have a marginal effect on the ratio of officers per residents, which would remain approximately 0.66 officers per 1,000 residents with and without the Project's added residents.[78] In addition, the Project's future residents of the four single-homes would be anticipated to install private surveillance security devices and/or safety lighting in interior and exterior areas of the Project. Furthermore, as with other projects, the Project would be required to pay any development fees (in accordance with SCMC Section 17.51.010.B) and local taxes, which would support any expansion of law enforcement services that may be required based on growth within the City. Moreover, in *City of Hayward v. Board of Trustees of California State University Ruling* (2015) 242 Cal. App. 4th 833, the court found that Section 35 of Article XIII of the California Constitution requires local agencies to provide public safety services, including police protection, and that it is reasonable to conclude that the City will comply with that provision to ensure that public safety services are provided.[79] Therefore, the Project is not anticipated to affect police protection demands to the extent that new or physically altered police protection facilities would be required. Impacts on police protection services are anticipated to be less than significant.

a.iii) 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 schools?

Less Than Significant Impact. The Project Site is located within the attendance boundaries of the Sulphur Springs Community School (grades Kindergarten to 6), Sierra Vista Junior High School (grades 7–8); Canyon High School (grades 9–12).[80] Sulphur Springs Community School had an enrollment of 595 students, Sierra Vista Junior High School had an enrollment of 991 students, and Canyon High School had an enrollment of 1,946 students.[81] The Project's 12 residents would include an estimated 4 school students, including 2 elementary school students, 1 middle school student, and 1 high school student.[82] As such, the Project's potentially generated students would account for less than 1 percent of the current enrollment at any of the schools.

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76 City of Santa Clarita, General Plan, Safety Element, 2022.

77 (205 ÷ 310,000) × 1000 = 0.66129; (205 ÷ 310,0012) × 1000 = 0.66126.

78 City of Santa Clarita, General Plan, Safety Element, 2022.

79 *City of Hayward v. Board of Trustees of the California State University* (2015) 242 Cal. App. 4th 833, 843, 847.

80 Sulphur Springs Union School District, School Locator, https://www.myschoollocation.com/sulphurspringsUSD/, accessed August 15, 2023; William S. Hart Union High School District, School Site Locator, https://portal.schoolsitelocator.com/apps/ssl/?districtcode=06345, accessed August 15, 2023.

81 California Department of Education, DataQuest, 2022-23 Enrollment Report, https://dq.cde.ca.gov/dataquest, accessed August 15, 2023.

82 Based on a generation rate of 0.2609 elementary school students per detached single-family home, according to the Sulphur Springs Union School District's 2022 Developer Fee Justification Study; based on a generation rate of 0.0962 middle school students and 0.1941 high school students per detached single-family home, according to the William S. Hart Union High School District, 2018 School Facilities Needs Analysis.

Furthermore, the Project would be subjected to levied developer fees applicable to both new construction and reconstruction projects, pursuant to Education Code Section 17620, to support school facilities. The Project is not anticipated to create demands on public school facilities to the extent that new or physically altered facilities would be required. Therefore, impact would be less than significant.

a.iv) 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 parks?

Less Than Significant Impact. Parks and recreational facilities in the vicinity of the Project Site are operated and maintained by the City of Santa Clarita. Nearby parks and recreational facilities include Fair Oaks Park at 17468 Honey Maple Street (0.95 miles northwest); Canyon Country Park at 17615 Soledad Canyon Road (1.78 miles northwest); Canyon Country Community Center at 18410 Sierra Highway (2.25 miles northwest); Oak Spring Canyon Park at 28920 Oak Spring Canyon Road (2.36 miles northeast); Begonias Lane Park at 14911 Begonias Lane (3.26 miles northeast); North Oaks Park at 27824 Camp Plenty Road (3.57 miles northwest); and Todd Longshore Park at 28151 Whites Canyon Road (3.65 miles northwest).[83]

As described above, the Project Site would be subdivided into four parcels to accommodate a single-family building pad home on each parcel of the following sizes: 4.98 acres, 4.99 acres, 5.00 acres, and 4.90 acres. According to SCMC Section 17.51.010.E.(2), "it is found and determined that the public interest, convenience, health, welfare, and safety require that a minimum of three (3) acres of property for each one thousand (1,000) persons residing within this City be devoted to neighborhood and community park recreational purposes." The SCMC acknowledges that, in the Conservation and Open Space Element, the City's goal is to provide parks at a ratio of five acres per 1,000 residents with use of funding sources such as park impact fees. The Conservation and Open Space Element states that the City offers approximately 1.5 to 2 acres of developed parkland per 1,000 residents, with 246 acres of developed park space and about 173 acres of passive park land.[84] In generating only approximately 12 residents, the Project would have a negligible demand on usage of parks and effect on the City's parkland ratio. Each of the Project's single-family homes would have sufficient land on its own parcel to utilize as open space. Furthermore, in accordance with SCMC Section 17.51.010.E, the Project would be required to dedicate parkland or pay any in-lieu fees for the acquisition or development of park land, improvements, or rehabilitation of existing park or recreational facilities. Overall, the Project is not anticipated to create new or additional demands to the extent that new or physically altered parks would be required. Therefore, impacts would be less than significant.

a.v) 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 other public facilities?

[83] City of Santa Clarita, City Parks & Facilities, https://www.santa-clarita.com/residents/parks-and-city-facilities, accessed August 15, 2023.

[84] City of Santa Clarita, General Plan, Conservation and Open Space Element, 2011.

Less Than Significant Impact. The City of Santa Clarita is served by the Santa Clarita Public Library system, which consists of three libraries: Canyon Country Jo Anne Darcy Library (18601 Soledad Canyon Road) approximately 2.4 miles northwest of the Project Site; Old Town Newhall Library (24500 Main Street) approximately 6.1 miles southwest of the Project Site; and Valencia Library (23743 W. Valencia Boulevard) approximately 7.3 miles northwest of the Project Site.[85] As discussed in Checklist Question XIV, the Project would generate 12 residents, which would represent approximately 0.43 percent of the projected growth in the City. As such, the Project's residents would be anticipated to have a marginal effect on the physical library facilities. Furthermore, as described in the Santa Clarita Public Library's 2020-2023 Strategic Plan, the library system intends to develop a plan and coordinate the implementation of mobile and digital library solutions, which would allow patrons to use library services even when not visiting the physical locations.[86] Moreover, as with other residential development projects, the Project would be required to pay development fees specifically for the support of library facilities and technology in the City, pursuant to SCMC Section 17.51.010.C. Therefore, the Project is not anticipated to create new or additional demands to the extent that new or physically altered libraries would be required, and impacts would be less than significant.

[85] City of Santa Clarita Public Library, Hours & Locations, https://www.santaclaritalibrary.com/contact-us/hours-locations/, accessed August 16, 2023.

[86] City of Santa Clarita Public Library, Strategic Plan, https://www.santaclaritalibrary.com/about/strategic-plan/, accessed August 16, 2023.

XVI. RECREATION

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b. 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?	☐	☐	☒	☐

Explanation of Checklist Responses

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?

Less Than Significant Impact. As described above for Checklist Question XV.a.iv, the Project is anticipated to generate only approximately 12 residents, the Project would have a negligible demand on usage of parks and effect on the City's current parkland ratio. Each of the Project's single-family homes would have sufficient open space on its own parcel to utilize as open space. Furthermore, in accordance with SCMC Section 17.51.010.E, the Project would be required to dedicate parkland or pay any in-lieu fees for the acquisition or development of park land, improvements, or rehabilitation of existing park or recreational facilities. Thus, the Project would not increase the use of existing parks and recreational facilities such that substantial physical deterioration of facilities would occur or be accelerated. Therefore, impacts would be less than significant.

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?

Less Than Significant Impact. Pursuant to SCMC Section 17.39.030, new developments within the Sand Canyon Special Standards District area are also required to provide riding/hiking trails per the Sand Canyon Backbone Trails exhibit on file with the City's Parks, Recreation, and Community Services Department, as approved by the Department Director. To comply with the Sand Canyon Backbone Trails Corridor Extension and SCMC Section 17.39.030, the Project would provide a 12-foot wide trail easement along the western and southern edges of the Project Site. The proposed trail improvements would be completed in compliance with code requirements, would occur within the Project Site boundaries, and would not result in an adverse physical effect on the environment. Therefore, impacts would be less than significant.

XVII. TRANSPORTATION

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☒	☐

Explanation of Checklist Responses

a. Would the project 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?

Less Than Significant Impact. The Project was reviewed in accordance with the *Transportation Analysis Updates in Santa Clarita*, dated May 19, 2020. The analysis of impacts related to vehicle miles traveled (VMT) is provided below in response to Checklist Question XVII.b. As concluded therein, Project impacts related to VMT would be less than significant. According to the *Transportation Analysis Updates in Santa Clarita*, projects generating less than 50 peak hour trips are not required to complete a Local Transportation Assessment. Based on trip generation factors from the Institute of Transportation Engineers (ITE) 10th Edition Trip Generation Manual, the Project's four single-family detached homes would generate an estimated 3 AM peak hour trips and 4 PM peak hour trips, which are both less than 50 peak hour trips. Therefore, a Local Transportation Assessment with LOS analysis is not required.

According to the *Transportation Analysis Updates in Santa Clarita*, the Project Site is located approximately 1.36 miles southeast of the Vista Canyon Metrolink Station and 2 miles from

existing transit bus stops.[87] As such, development and operation of the Project would not obstruct the transit stops or impede operation of the City's transit options.

According to the City of Santa Clarita's Non-Motorized Transportation Plan, the trail and bike facilities near the Project Site include a multi-use trail and Class III bike route proposed along Sand Canyon Road (approximately 0.25 miles to the west) and a proposed multi-use trail approximately 0.10 miles to the south.[88] No existing or proposed bike or trail facilities are located adjacent to the Project Site. As the Project construction staging would be limited to the Project Site, the Project would not impede the planning or construction of the bicycle or trail facilities referenced in the City's Non-Motorized Transportation Plan during the Project's construction activities. To comply with the Sand Canyon Backbone Trails Corridor Extension and SCMC Section 17.39.030, the Project would provide a 12-foot wide trail easement along the western and southern edges of the Project Site. This would be implemented in accordance with City code requirements and would not conflict with the SCMC. In addition, the Project's new driveways along Triumph Avenue and Tannahill Avenue would provide adequate widths for vehicle access and would not have any visual or physical obstructions that would impede vehicle and pedestrian safety.

Therefore, the Project would not conflict with programs, plans, ordinances, or policies addressing the circulation system, and impacts would be less than significant.

b. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Less Than Significant Impact. Based on the *Transportation Analysis Updates in Santa Clarita*, dated May 19, 2020, if a project meets at least one of three screening criteria, a vehicle miles traveled (VMT) analysis would not be required. Under the project size screening criterion, projects that generate less than 110 daily trips may be screened from conducting a VMT analysis. Under the low VMT area screening criterion, residential and office projects located within a low VMT generating area may be presumed to have a less than significant impact, as long as the new development in the TAZ is similar to the development already in the TAZ if there is no substantial evidence to the contrary. Under transit priority area (TPA) screening criterion, projects located within TPAs may also be exempt from VMT analysis. The Project would not meet the low VMT area or TPA area screening criteria. However, the Project would meet the project size screening criterion. As described in response to Checklist Question III.c, based on the CalEEMod modeling, the Project would generate approximately 38 trips during weekdays and on Saturdays and 34 trips on Sundays. As such, the Project would generate less than 110 daily trips and would be screened from conducting a VMT analysis. Therefore, Project impacts related to VMT would be less than significant.

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. Impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from a site, and may include safety, operational, or capacity impacts. Impacts can be related to vehicle/vehicle,

[87] City of Santa Clarita, Transportation Analysis Updates in Santa Clarita, May 2020.
[88] City of Santa Clarita, Non-Motorized Transportation Plan, Non-Motorized Transportation Plan Recommendations, 2020.

vehicle/bicycle, or vehicle/pedestrian conflicts as well as to operational delays caused by vehicles slowing and/or queuing to access a site. These conflicts may be created by the driveway configuration or through the placement of driveway(s) in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections.

Vehicular access to the two proposed homes within the western parcels would be available via a proposed 20-foot wide driveway along Triumph Avenue. Vehicular access to the two proposed homes within the eastern parcels would have individual 20-foot wide driveways along Tannahill Avenue. All Project driveways would provide adequate widths for vehicle access and proper placement for clear visibility to ensure the safety of pedestrians and vehicles. Furthermore, the proposed uses would be consistent with the surrounding residential uses and would not introduce hazards due to incompatible uses. Therefore, based on the above, the Project would not substantially increase hazards due to a geometric design feature or incompatible uses, and impacts would be less than significant.

d. Would the project result in inadequate emergency access?

Less Than Significant Impact. Construction activities associated with the Project could include intermittent disruptions of roadways in the vicinity of the Project Site that could be used by emergency providers, including the LACFD and the LASD. However, access would be maintained through the duration of construction. The nearest disaster routes would include Sand Canyon Road, located approximately 0.25 miles to the west, and State Route 14, located approximately 2 miles to the north of the Project Site.[89] As described in the City's Safety Element, during the development review process, emergency access is evaluated for all pending development projects; two means of ingress and egress are required for all major development projects, including subdivisions.[90] The Project would be required to comply with the California Fire Code and LACFD conditions requiring fire apparatus access roads, fire lanes, and firefighter access walkways with adequate dimensions, clearances, turning radius, loads, and slope. Verification for compliance of the Fire Department access related conditions of approval would be performed during the architectural plan review prior to the issuance of building permits. Therefore, the Project would not result in inadequate emergency access, and impacts would be less than significant.

[89] Los Angeles County Public Works, Disaster Routes Map, City of Santa Clarita.
[90] City of Santa Clarita, General Plan, Safety Element, 2022.

XVIII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place or object with cultural value to a California Native American tribe, and that is:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☐	☒	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Explanation of Checklist Responses

a. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

Less Than Significant Impact. As discussed above for Checklist Question V.a and evaluated in the Cultural Resources Identification Memorandum (**Appendix D** of this IS/MND), no sites or resources listed or eligible for listing in the California Register of Historical Resources were identified within the Project Site as a result of the SCCIC records search; literature, map, and aerial photo reviews; historical society consultation; pedestrian survey; and California and City Register evaluations. As such, there are no known tribal cultural resources that exist on the site that are eligible for listing on the California Register of Historical Resources or in a local register. Therefore, the Project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources. Impacts would be less than significant.

b. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion

and supported by substantial evidence to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant Impact with Mitigation Incorporated. In compliance with AB 52 (PRC 21074), which requires tribal consultation as part of the CEQA process, the City initiated consultation in August 2023. Consultation occurred with the Fernandeño Tataviam Band of Mission Indians as documented in **Appendix J** of this IS/MND. The Fernandeño Tataviam Band of Mission Indians assert that the area has a low sensitivity for tribal cultural resources based on ethnographic and historical documentation of past Native American use; however, while the Project Site is not located in a central area of activity, the inadvertent discovery of tribal cultural resources could occur. As a result, **Mitigation Measure TCR-1** would be implemented such that in the event of any discovery of unknown tribal cultural resources during Project construction activities, impacts would be reduced to a less-than-significant level.

> **Mitigation Measure TCR-1:** If cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior Standards retained by the Project Applicant shall assess the find. Work on the portions of the Project outside of the buffered area may continue during this assessment period. The Fernandeño Tataviam Band of Mission Indians shall be contacted about any pre-contact and/or post-contact finds and be provided information after the archaeologist makes their initial assessment of the nature of the find, to provide tribal input with regards to significance and treatment. The Lead Agency and/or applicant shall, in good faith, consult with the Fernandeño Tataviam Band of Mission Indians on the disposition and treatment of any tribal cultural resource encountered during all ground-disturbing activities.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Explanation of Checklist Responses

a. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

e. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. The Project would not affect the City's sanitary sewer collection system managed by the Santa Clarita Valley Sanitation District, which operates the Saugus and Valencia Water Reclamation Plants. Rather, as discussed in Checklist Question VII.e, the Project would include four septic leaching fields—one for each proposed residential parcel. Based on the subsurface and percolation evaluation, the Project would have soils capable of adequately supporting the use of septic system. Furthermore, in accordance with SCMC Chapter 17.83, as

the Project would require grading in excess of 5,000 cubic yards, the grading permit application would require final geotechnical and engineering geology reports, including septic system information. In accordance with SCMC Chapter 16.13, the Project's septic system would undergo review and approval by the City Engineer and Los Angeles County Health Department. Additionally, the Project would adhere to all necessary requirements for the onsite septic system in accordance with County of Los Angeles Health Code, Chapter 11.38, Part 5, Requirements for Onsite Wastewater Treatment Systems. Future homeowners on the Project Site would be responsible for maintaining their respective septic systems and employing, as needed, sewage pumping vehicle operators that are registered per Los Angeles County Health Code requirements. Therefore, Project compliance with code requirements would ensure that Project impacts related to wastewater facilities would be less than significant.

b. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact. The Project would involve removal of one building foundation to accommodate four single-family residences. Given the increase in intensity of uses, the Project would result in an increase in water demand and wastewater generation, as well as an increase in demand on other utilities, such as electricity, natural gas, and telecommunications.

Water

Water service to the Project Site would be provided by the Santa Clarita Water Division of the Santa Clarita Valley Water Agency (SCV Water). Based on the proposed uses, the Project would increase the water demand on-site when compared to existing vacant conditions. Specifically, the Project's four single-family homes would be anticipated to consume 1,040 gallons of water per day and would require connections to existing water lines around the Project Site.[91] As concluded in the 2020 Urban Water Management Plan (UWMP), the total projected water supplies available to the SCV Water service area over the 30-year projection during normal, single-dry, and multiple-dry year (5-year drought) periods are sufficient to meet the total projected water demands throughout the Santa Clarita Valley.[92] Since the proposed single-family residences would be consistent with the site's General Plan designation and zoning, the Project's water demand would be met by supply made by SCV Water. In addition, the Project would be in compliance with 2022 Title 24 standards and CALGreen Code and use low-flow fixtures and water-efficient irrigation. The Project would require a Landscape Plan Review per SCMC Section 17.23.150, which would help ensure efficient use of water on-site, and conform to SCMC Section 17.51.030 landscaping and irrigation standards for single-family residential developments. Furthermore, the Project would be required to pay water connection fees as applicable. Therefore, the Project would not require or result in the relocation or construction of new water facilities, and impacts would be less than significant.

[91] Southern California Edison, 2021 Power Content Label.

[92] Provided that SCV Water continues to utilize available State Water Project amounts, and will continue to incorporate conjunctive use (coordinated use of surface water and groundwater), water conservation, water transfers, recycled water, and water banking as part of the total water supply portfolio and management approach to long-term water supply planning and strategy; SCV Water, 2020 UWMP, June 2021.

Wastewater

The Project would not affect the City's sanitary sewer collection system managed by the Santa Clarita Valley Sanitation District, which operates the Saugus and Valencia Water Reclamation Plants. Rather, as discussed above, the Project would include four septic leaching fields—one for each proposed residential parcel. In accordance with SCMC Chapter 16.13, the Project's septic system would undergo review and approval by the City Engineer and Los Angeles County Health Department. Additionally, the Project would adhere to all necessary requirements for the onsite septic system in accordance with Los Angeles County Health Code, Chapter 11.38, Part 5, Requirements for Onsite Wastewater Treatment Systems. Refer to Responses to Checklist Questions XIX.a and XIX.e, above. The Project would not require or result in the construction of new wastewater treatment facilities that would cause significant environmental effects, and impacts would be less than significant.

Dry Utilities (Electricity, Natural Gas, Telecommunications)

SCE and SoCalGas provide electricity and natural gas services, respectively, to the Project Site. These providers service the Project Site's surrounding residential uses. Electrical and cable on telephone poles run between Tannahill Avenue and Triumph Avenue on the northern end of the Project Site. There is a gas line on Tannahill Avenue that ends on the north side of the northeastern portion of the Project Site and a gas line on Triumph Avenue that ends at the north side of the northwestern portion of the Project Site. Project-related improvements would include connections to existing electricity and natural gas service lines as well as proposed gas lines.

SCE's existing portfolio of resources includes renewable energy (31.4 percent), large hydroelectric (2.3 percent), natural gas (22.3 percent), nuclear (9.2 percent), and other/unspecified power sources (34.8 percent).[93] This mix of resources enhances electrical system resilience by not relying on a single transmission source. SCE's Integrated Resource Plan has a primary objective that includes system reliability, as well as establishing SCE's planned procurement of energy to meet demands through 2030.[94] Therefore, SCE's long-term forecasts for electricity demand within its service area, which includes the Project Site, would account for Project-related electricity demand. However, should SCE determine that upgrades to existing electrical energy infrastructure would be necessary, resulting from either the demand of the proposed Project or cumulative demand increases, such off-site upgrade projects would be undertaken by SCE and would be subject to environmental review pursuant to CEQA. Attempting to estimate what environmental impacts may result from such electrical utility infrastructure improvements without knowledge of when and where the improvements would take place would be speculative.

SoCalGas is the principal distributor of natural gas in Southern California. Utility-served, statewide natural gas demand is projected to decrease at an annual average rate of 1.1 percent per year through 2035, and total statewide residential gas demand is projected to decrease at an annual average rate of 2.4 percent per year, which is faster than the 1.7 percent annual rate of decline that had been forecasted previously in the 2020 California Gas Report.[95] Furthermore, SoCalGas is anticipated to meet a projected extreme peak day demand of 2,827 million cubic feet of natural gas per day in 2023 through a combination of withdrawals from underground storage facilities and flowing pipeline supplies.[96] As such, because of its extremely large service area and natural gas

93 Southern California Edison, 2021 Power Content Label.
94 Southern California Edison, 2017-2018 Integrated Resource Plan, August 1, 2018.
95 California Gas and Electric Utilities, 2022 California Gas Report.
96 California Gas and Electric Utilities, 2022 California Gas Report.

supplies, in addition to decreasing natural gas demand, SoCalGas would have adequate capacity to support the Project. As described above, Project-related improvements would include connections to existing natural gas service lines as well as proposed gas lines for which construction activities would be temporary. Should SoCal Gas determine that upgrades to existing natural gas infrastructure off-site would be necessary, resulting from either the demand of the proposed Project or cumulative demand increases, such off-site upgrade projects would be undertaken by SoCal Gas and would be subject to environmental review pursuant to CEQA.

Telecommunication services are provided to the Project Site's surrounding residential uses. As the Project Site is vacant of uses utilizing telecommunication, the Project would establish or connect to telecommunication infrastructure. Upgrades to existing telecommunication facilities and construction of new facilities to meet user demand are determined by telecommunication providers and subject to its own environmental review. Any traffic disruptions associated with telecommunication utility activities within the travel lanes would be addressed through routine traffic control measures.

In summary, the Project would not result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, other than connections to existing adjacent facilities to serve the proposed residences, and impacts would be less than significant.

c. Would the project 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?

Less Than Significant Impact. As discussed in Checklist Section X, Hydrology and Water Quality, under proposed conditions, the 25-year flow runoff rate and volume would increase by 6.84 cubic feet per second and 14,178 cubic feet, respectively. Pursuant to regulatory requirements, the Project applicant would prepare a LID Plan such that the Project would be designed to control pollutants, pollutant loads, and runoff volume to the maximum extent feasible by minimizing impervious surface area and controlling runoff from impervious surfaces through infiltration, evapotranspiration, bioretention and/or rainfall harvest, and use, the design of which would require approval by the City Engineer. Drainage in the proposed conditions follows the same pattern as the existing conditions and leaves the site via surface flow at the northerly end of the site. No physical modifications to the existing municipal stormwater infrastructure in the Project vicinity would be anticipated to handle the Project stormwater runoff. Furthermore, the Project's short-term construction activities would be required to include implementation of an approved SWPPP with BMPs for stormwater and non-stormwater discharges. All construction and grading activities would comply with applicable laws and regulatory documents, including all applicable City ordinances and the City's permit regulating discharges into and from the storm drain system. Thus, the Project would not require the construction of new stormwater drainage stormwater facilities or expansion of facilities, and impacts would be less than significant.

d. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact. Water service to the Project Site would be provided by the Santa Clarita Water Division of the Santa Clarita Valley Water Agency (SCV Water). SCV Water's current service area includes a mix of residential and commercial, and light industrial land uses, mostly comprised of single-family homes, apartments, condominiums, and several local shopping centers and neighborhood commercial developments. SCV Water adopted its 2020 Urban Water

Management Plan (UWMP) in June 2021. The 2020 UWMP provides a broad perspective on a number of water supply issues and is a planning tool that generally guides water supply and resource management in the Santa Clarita Valley. The 2020 UWMP provides a detailed summary of present and future water resources and demands within the Santa Clarita Valley service area and discusses supply reliability planning, drought risk assessment, and the implementation of water conservation and recycling measures. The 2020 UWMP also assesses its water supply and demand forecasts for a 30-year planning period based on the population projections in the general plans of the jurisdictions within the service area. As concluded in the 2020 UWMP, the total projected water supplies available to the SCV Water service area over the 30-year projection during normal, single-dry, and multiple-dry year (5-year drought) periods are sufficient to meet the total projected water demands throughout the Santa Clarita Valley.[97] As previously discussed, the Project's proposed single-family residences would be consistent with the site's General Plan designation and zoning. Due to the proposed size and uses, the Project would not be subject to the requirements for SB 610 for preparation of a water supply assessment. During the Project's construction activities, water would be required primarily for dust control, cleaning of equipment, and other related activities; however, such water demand would be temporary and intermittent. Water for construction-related purposes could be provided by water trucks and/or through connections to nearby water distribution lines. The amount of water required during this construction phase would be below the total water demand of the fully developed Project. Thus, the 2020 UWMP has accounted for the Project's water demand, and the Project would have sufficient water supplies available to serve the Project from existing water resources and entitlements. As such, Project impacts related to water supply would be less than significant.

f. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less Than Significant Impact. According to the most recently available information from the California Department of Resources Recycling and Recovery (CalRecycle), in 2019, the City of Santa Clarita disposed of approximately 206,278 tons of solid waste at a solid waste facility, 16 tons at the Southeast Resource Recovery Facility (a transformation facility), and 812 tons of alternative daily cover.[98] Of the 16 facilities that received waste from the City, six facilities that accept both construction and demolition waste and municipal solid waste received more than 1,000 tons of waste, including those within and outside Los Angeles County: Antelope Valley Public Landfill, Chiquita Canyon Sanitary Landfill, El Sobrante Landfill, Lost Hills Environmental Waste Facility, Simi Valley Landfill & Recycling Center; and Sunshine Canyon City/County Landfill. Based on the latest available remaining permitted disposal capacity information, as provided by the Los Angeles County Countywide Integrated Waste Management Plan (ColWMP) 2020 Annual Report, the Antelope Valley Public Landfill has a remaining permitted disposal capacity of 10.18 million tons; Chiquita Canyon Sanitary Landfill has a remaining permitted disposal capacity of 54.42 million tons; El Sobrante Landfill's has a remaining permitted disposal capacity of 137 million tons; Lost Hills Environmental Waste Facility (H.M. Holloway Landfill, Inc.) has a remaining permitted disposal capacity of 2 million tons; Simi Valley Landfill & Recycling

[97] Provided that SCV Water continues to utilize available State Water Project amounts, and will continue to incorporate conjunctive use (coordinated use of surface water and groundwater), water conservation, water transfers, recycled water, and water banking as part of the total water supply portfolio and management approach to long-term water supply planning and strategy; SCV Water, 2020 UWMP, June 2021.

[98] CalRecycle, Jurisdiction Disposal by Facility and Alternative Daily Cover Tons by Facility, Year 2019, Los Angeles–Santa Clarita, https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility, accessed August 29, 2023; alternative daily cover refers to cover material other than earthen material placed on the surface of the active face of a municipal solid waste landfill at the end of each operating day to control vectors, fires, odors, blowing litter, and scavenging.

Center has a remaining permitted disposal capacity of 48 million tons; and Sunshine Canyon City/County Landfill has a remaining permitted disposal capacity of 54.08 million tons.[99]

Construction, demolition, and remodel activities occurring within the City generate a significant volume of debris that could be destined for landfills. In order to preserve available landfill space and promote waste reduction, pursuant and the City's Construction and Demolition Ordinance 05-09, the City requires that all demolition projects, all commercial projects valued over $200,000, all new commercial projects over 1,000 square feet, all new residential construction projects, and all residential additions and improvements that increase building area, volume, or size must recycle a minimum of 65 percent of all inert materials and 65 percent of all other materials. Accordingly, the Project would be required to prepare a Construction and Demolition Materials Management Plan pursuant to SCMC Chapter 15.46 to identify the type of materials that would be used and estimate the weight of materials to be recycled during construction, as well as indicate the vendor or facility that has been commissioned to collect, divert, reuse, or receive the construction and demolition materials. The plan would be approved by the City prior to issuance of a permit. As previously discussed, the Project would involve the construction of four single-family homes. As shown in **Table XIX-1**, the Project would generate 72.6 tons of construction waste. After accounting for a 65 percent diversion rate, the Project would dispose of approximately 25.4 tons of waste to landfills.

Table XIX-1
Project Construction Waste Generation

Land Use	Size	Generation Rate (lbs/sf)[1]	Total (tons)
Single-family home	10,100 sf	4.39 lbs/sf	22.2
Single-family home	11,700 sf	4.39 lbs/sf	25.7
Single-family home	4,116 sf	4.39 lbs/sf	9.0
Single-family home	7,161 sf	4.39 lbs/sf	15.7
Total Waste prior to diversion			**72.6**
Total Waste after 65% diversion			**25.4**
lbs = pounds sf = square feet 1 lb = 0.0005 ton			
Note: 1. USEPA, Estimating 2003 Building-Related Construction and Demolition Materials Amounts, Report No. EPA530-R-09-002, March 2009, Table 2-1.			

Once operational, solid waste generated by the Project's would consist of typical waste from residential uses and would result in approximately 8.9 tons of solid waste per year.[100] It is anticipated that Project-generated waste would continue to be accepted by the same multiple refuse disposal facilities that currently receive the City's municipal solid wastes, including those identified above. Based on the total capacity of 305.68 million tons from the six aforementioned landfills, the Project would be served by landfills with sufficient permitted capacity to

[99] Los Angeles County, Countywide Integrated Waste Management Plan 2020 Annual Report, Appendix E-2, Tables 4 and 6.

[100] Based on a residential solid waste generation factor of 12.23 pounds per household per day (or 2.23 tons per household per year). Source: CalRecycle, CalRecycle, Estimated Solid Waste Generation Rates, https://www2.calrecycle.ca.gov/wastecharacterization/general/rates, accessed August 14, 2023.

accommodate the Project's construction and operational waste disposal needs, and impacts would be less than significant.

g. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. As discussed above, the Project would comply with City diversion requirements by recycling a minimum of 65 percent of all inert materials and 65 percent of all other materials during construction and demolition. Pursuant to SCMC Chapter 15.46, the Project would provide a security deposit and prepare a Construction and Demolition Materials Management for approval by the City prior to issuance of a permit. The Project would be required to document the construction and demolition material diversion and would be applicable for return of the security deposit following approval of documentation.

Senate Bill 1383 regulations set methane emissions reduction targets for California in a statewide effort to reduce emissions of short-lived climate pollutants, including the target to reduce organic waste disposal 75 percent by 2025. Senate Bill 1383 also requires that jurisdictions conduct education and outreach on organics recycling to all residents, businesses (including those that generate edible food that can be donated) haulers, solid waste facilities, and local food banks and other food recovery organizations. As of July 1, 2023, with implementation of the City's contract with Burrtec Waste Industries to provide residential and commercial waste services in the City, Santa Clarita residents were provided with new bins to separate garbage, recycling, and organic waste.[101] Once operational, the Project would also be subject to such requirements and waste management practices. Non-hazardous solid waste generated from the Project Site (e.g., plastic and glass bottles and jars, paper, newspaper, metal containers, cardboard) would be recycled per local and State regulations previously mentioned, with a diversion goal of 75 percent, in compliance with the Integrated Waste Management Act (Assembly Bill 939). Accordingly, the Project would comply with adopted programs and regulations pertaining to solid waste and City waste diversion goals, and impacts related would be less than significant.

[101] City of Santa Clarita, City News, Trash Transition, June 8, 2023, https://www.santa-clarita.com/Home/Components/News/News/10980/, accessed August 14, 2023.

XX. WILDFIRE

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

Explanation of Checklist Responses

a. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

b. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Less Than Significant Impact. According to CalFire, the Project Site is located within a Very High Fire Hazard Severity Zone (VHFHSZ) and Local Responsibility Area (LRA).[102] The Project would adhere to conditions of approval as provided by the Fire Prevention Unit of the LACFD, which are included in **Appendix G** of this IS/MND. As discussed in response to Checklist Question XV.a.i, during Project construction activities, access to and along Diver Street, Triumph Avenue,

[102] California Department of Forestry and Fire Protection, Fire Hazard Severity Zones Maps, FHSZ Viewer, https://egis.fire.ca.gov/FHSZ/, accessed August 14, 2023.

and Tannahill Avenue adjacent to the Project Site would remain unobstructed and would remain accessible to emergency vehicles. During operation, the Project would be required to comply with the California Fire Code and LACFD conditions of approval requiring fire apparatus access roads, fire lanes, and firefighter access walkways with adequate dimensions, clearances, turning radius, loads, and slope. In addition, to ensure that residents that would have adequate fire water protection, the Project would install fire hydrants with proper pressure and flow rates in accordance with code requirements. Due to the Project Site's location within a VHFHSZ, the Project would be required to prepare and submit a Fuel Modification Plan for approval by the LACFD Fuel Modification Unit. A Fuel Modification Plan would provide a landscape plan showing all proposed and existing-to-remain vegetation on the property. The plan would ensure that vegetation, which can fuel and spread fires, is modified appropriately to protect structures, people, and land. Therefore, the Project would not require infrastructure that would exacerbate fire risks or result in temporary or ongoing wildfire impacts to the environment, and the Project would not substantially impair an adopted emergency response plan or emergency evacuation plan.

d. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Less Than Significant Impact. As discussed above, the Project Site is located within a VHFHSZ and LRA. As discussed in response to Checklist Question VII.a.iv, the Project Site is not mapped within a Landslide Zone of Required Investigation.[103] In addition, the Project Site is characterized by relatively flat topography with gentle hills and is not located within a flood hazard area. As discussed in response to Checklist Section X, the Project would comply with regulatory requirements to ensure that the Project would not be anticipated to substantially alter the existing drainage pattern of the site or area in a manner which would substantially impede, alter or redirect flood flows. Therefore, the Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, and impacts would be less than significant.

[103] California Department of Conservation, California Geological Survey, *Earthquake Zones of Required Investigation*, https://maps.conservation.ca.gov/cgs/EQZApp/app/, accessed August 14, 2023.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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

Explanation of Checklist Responses

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?

Less Than Significant Impact with Mitigation Incorporated. As discussed in Checklist Question IV.a, Cooper's hawk *(Accipiter cooperii)* is state watch-listed and has suitable nesting habitat onsite, and White-tailed kite *(Elanus leucurus)* is CDFW fully protected and may have suitable nesting habitat onsite. Implementation of standard measures for the protection of biological resources including nesting birds are recommended to avoid and minimize potential impact to general wildlife. Therefore, with implementation of **Mitigation Measure BIO-1**, Project impacts to nesting or migratory birds would be less than significant.

As discussed in Checklist Section V, the Project would not cause a substantial adverse change in the significance of a historical resource, and no related impacts would occur. With regard to archaeological resources, there is low sensitivity for significant prehistoric or historic period archaeological resources within the Project Site. Nonetheless, **Mitigation Measure CUL-1** is included to require the proper handling and disposition of archaeological resources in the

unexpected event that such resources are inadvertently discovered during Project construction. Mitigation Measure CUL-1 would ensure that any impacts to archaeological resources would be less than significant.

As discussed in Checklist Question VII.j, the Project Site can be considered to have high sensitivity for fossils. As such, **Mitigation Measures GEO-1, GEO-2, and GEO-3** are included to require full-time paleontological monitoring during ground disturbance in undisturbed geologic contexts that have the potential to contain significant paleontological resources. Mitigation Measures GEO-1, GEO-2, and GEO-3 would ensure that any impacts to paleontological resources would be less than significant.

Based on the analysis in this Initial Study, with the incorporation of mitigation measures, the Project would not result in a mandatory finding of significance related to degradation of the quality of the environment, substantial reduction in the habitat of a fish or wildlife species, causing a fish or wildlife population to drop below self-sustaining levels, threatening to eliminate a plant or animal community, reduction in the number or restriction of the range of a rare or endangered plant or animal, or elimination of important examples of the major periods of California history or prehistory.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects?

Less Than Significant Impact. The City has six development projects within an approximately 2-mile radius of the Project Site. The project nearest to the Project Site is the Metro Walk Specific Plan, which has received entitlement approvals for 498 residential units (1.4 miles northwest of the Project Site). The Vista Canyon Specific Plan is under construction with 375 residential units and 891,000 square feet of commercial uses to be built (1.5 miles north of the Project Site). The Sand Canyon Resort is a proposed hotel development (1.5 miles northeast of the Project Site). Another proposed project and two entitled projects would result in a total of 816 multi-family units and approximately 153,500 square feet of commercial uses (2 miles north and northwest of the Project Site).

In contrast with these six developments, the Project proposes only four single-family residences and does not propose any commercial development. In addition, due to the distance from the six developments, the physical and site-specific conditions of the Project Site, and with the incorporation of the mitigation measures identified in this IS/MND, the Project would not have impacts that are cumulatively considerable. Although the Project may generate new short-term construction jobs in the Project area, the Project would not generate employment opportunities onsite. As such, the Project is not expected to induce any growth in the region. In addition, as detailed in the preceding sections, the Project would not result in any significant and unmitigable impacts in any environmental categories. The Project would be consistent with regional plans and programs that address environmental factors such as air quality, energy, GHG emissions, transportation, utilities, and other applicable regulations that have been adopted by public agencies. In many cases, including aesthetics, agriculture, biological resources, cultural resources, geology, hazards, land use, mineral resources, noise, public services and recreation, tribal cultural resources, and wildfire, the impacts associated with the Project are either localized to the Project Site or are of such a negligible degree that they would not result in a considerable contribution to any significant cumulative impacts. Therefore, cumulative impacts would be less

than significant (not cumulatively considerable) and the Project would not result in a mandatory finding of significance in this regard.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact with Mitigation Incorporated. As discussed in Checklist Sections I through XX of this document, the Project has been determined to have no impacts, less-than-significant impacts, and impacts that are less than significant with incorporation of mitigation measures. Therefore, the Project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly, and the impacts would be less than significant.