

# VWRP MIDDLE SECTION RETAINING WALL GROUND IMPROVEMENT PROJECT

Initial Study

Prepared for  
Santa Clarita Valley Sanitation District

November 2023





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# TABLE OF CONTENTS

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## Initial Study

	<u>Page</u>
<b>Environmental Factors Potentially Affected</b> .....	<b>4</b>
<b>Environmental Checklist</b> .....	<b>5</b>
Aesthetics .....	5
Agriculture and Forestry Resources.....	7
Air Quality .....	9
Biological Resources .....	11
Cultural Resources .....	12
Energy .....	13
Geology and Soils .....	17
Greenhouse Gas Emissions.....	20
Hazards and Hazardous Materials.....	21
Hydrology and Water Quality .....	24
Land Use and Planning .....	26
Mineral Resources.....	27
Noise.....	28
Population and Housing .....	29
Public Services .....	30
Recreation .....	32
Transportation.....	33
Tribal Cultural Resources.....	34
Utilities and Service Systems .....	35
Wildfire.....	38
Mandatory Findings of Significance .....	40

### List of Figures

Figure 1 Proposed Project.....	2
--------------------------------	---

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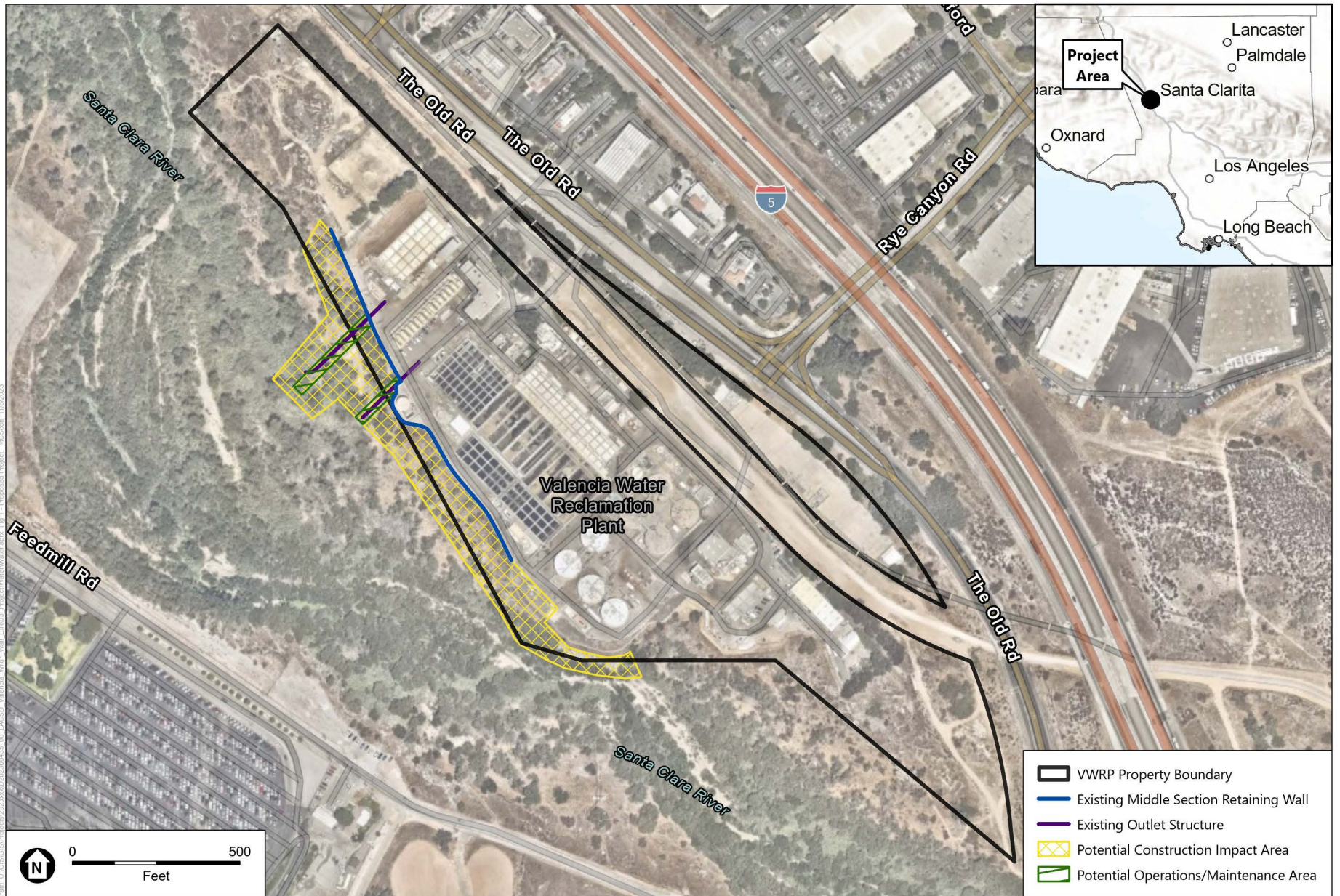
# ENVIRONMENTAL CHECKLIST

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## Initial Study

1. **Project Title:** Valencia Water Reclamation Plant Middle Section Retaining Wall Ground Improvement Project
2. **Lead Agency Name and Address:** Santa Clarita Valley Sanitation District  
1955 Workman Mill Road  
Whittier, CA 90601
3. **Contact Person and Phone Number:** Mandy Huffman / 562-908-4288 ext. 2743
4. **Project Location:** 28185 The Old Road  
Valencia, California 91355
5. **Project Sponsor's Name and Address:** Santa Clarita Valley Sanitation District  
1955 Workman Mill Road  
Whittier, CA 90601
6. **General Plan Designation(s):** Industrial (M)
7. **Zoning:** A-2-5, Heavy Agricultural
8. **Description of Project:** (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

Santa Clarita Valley Sanitation District (SCVSD) has determined through previous studies that under a Capital Storm event, the Valencia Water Reclamation Plant (VWRP) has the potential to be exposed to erosion along approximately 1,000 feet of the middle section of the existing retaining wall and along the VWRP boundary after flooding due to scour. If the wall is undermined by scour or damaged by a significant earthquake event, VWRP facilities may be damaged or destroyed. The proposed project includes a new ground retaining wall structure to fortify the middle section of the wall and protect the VWRP during a flood scour event and design-level earthquake. In addition, the proposed project would include updates to two existing outfall structures (Figure 1). Temporary construction work would occur along the VWRP boundary as well as an existing Significant Ecological Area and California Department of Fish and Wildlife easement west of the VWRP. An operations and maintenance area would be cleared around the existing SCVSD outfall easements for continued use during long-term maintenance of the outfall structures (Figure 1).



SOURCE: ESA, 2023

VWRP Middle Section Retaining Wall Ground Improvement Project

**Figure 1**  
Proposed Project



## 9. Surrounding Land Uses and Setting.

The site has an Industrial (M) land use and is zoned as A-2-5, Heavy Agricultural. Surrounding land uses include:

North: The Old Road, commercial uses

South: Santa Clara River Significant Ecological Area, Six Flags Magic Mountain

East: The Old Road

West: Santa Clara River Significant Ecological Area

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

U.S. Army Corps of Engineers

U.S. Fish and Wildlife Service

California Department of Fish and Wildlife—Region 5

California Department of Water Resources—Southern District

State Water Resources Control Board

Regional Water Quality Control Board—Region 4

South Coast Air Quality Management District

Los Angeles County Department of Regional Planning

City of Santa Clarita

## 11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

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

AB 52 Consultation pursuant to Public Resources Code 21080.3.1 has been requested by the SCVSD to the list of tribes that have requested to be notified of upcoming projects. The SCVSD will conduct government to government consultation with those tribes that wish to consult. Any sensitive information provided to the SCVSD by tribes will be kept confidential in accordance with AB 52 and not included in any of the publicly released documents.

## Environmental Factors Potentially Affected

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

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

### DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial study:

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

  
 \_\_\_\_\_  
 Signature

11/28/23  
 \_\_\_\_\_  
 Date

\_\_\_\_\_  
 Signature

\_\_\_\_\_  
 Date

# Environmental Checklist

## Aesthetics

<u>Issues (and Supporting Information Sources):</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>I. AESTHETICS</b> — Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Discussion

- a) The project Site is an existing water reclamation plant in an urbanized area of the Santa Clarita Valley community in the County of Los Angeles (County). Surrounding land uses are primarily comprised of commercial uses and open space. The proposed project would include improvement of a retaining wall and outfall structures within the boundary of and adjacent to an existing water reclamation plant. Some permanent vegetation clearing would occur within and surrounding existing easements along the outfall structures for operation and maintenance purposes. The proposed improvements would not change the current views to and from any scenic vistas, as construction would be temporary, and permanent vegetation removal would be limited to the maintenance area around the existing outfall structures. The proposed improvements would not be visible from a designated or otherwise identified scenic vista within the County. As a result, impacts would be less than significant and no further analysis of this environmental issue will be provided in the Draft EIR.
  
- b) According to the California Department of Transportation (Caltrans), there are no Officially Designated State or County Scenic Highways as defined by Caltrans, the County of Los Angeles, or any other local governing body adjacent to or within the vicinity of the project site (Caltrans 2023). Some permanent vegetation clearing for maintenance purposes within the Santa Clara River Significant Ecological Area (SEA) would be required and could include tree removal. However, there are no designated scenic highways near the proposed project site and the proposed improvements would not be visible to the public from the portion of I-5 that is identified as “Eligible for State Scenic Highway.” Therefore, impacts associated with scenic resources within a State scenic highway would be

- considered less than significant and no further analysis of this environmental issue will be provided in the Draft EIR.
- c) The project site is located in an area characterized by a mix of commercial uses. Current uses adjoining the VWRP include a car wash, gas station, and restaurants to the north, and The Old Road to the north and east. The Santa Clara River SEA is located to the west and south, with Six Flags amusement park farther to the south. The VWRP and the project site are designated as Industrial (M) land use and zoned as A-2-5, Heavy Agricultural. Work would occur along the VWRP's existing wall and along two existing outfall structures, and would be consistent with the character of the existing site, which is an industrial use. Furthermore, the proposed project components would be mainly installed underground for structural support or replacement and rehabilitation of existing structures consistent with the VWRP. While permanent vegetation removal would be required, it would be limited to the maintenance area around the existing outfall structures. If needed, SCVSD would undergo the City's Site Plan and Design review to ensure that the proposed project does not conflict with applicable zoning and other regulations governing scenic quality. Therefore, the proposed project would not conflict with zoning or regulations governing scenic quality and impacts would be less than significant. Therefore, no further analysis of this environmental issue will be provided in the Draft EIR.
- d) The project site is characterized by moderate ambient nighttime lighting levels due to the developed nature of the area, existing VWRP, as well as from adjacent properties. Artificial light sources from the on-site uses and other surrounding properties include interior and exterior lighting for security, parking, and illuminated signage. Nighttime lighting would be required during approximately two days of construction for connection and disconnection of the bypass line for the outfall structure component. This work would occur adjacent to the existing VWRP within the SEA. The SEA would be considered a sensitive area with the potential for light to impact wildlife activities. All outdoor lighting would be subject to applicable regulations contained within the Los Angeles County Municipal Code, as applicable and would be shielded and pointed away from the surrounding undeveloped area to the extent feasible. Compliance with these regulations and the short-term, temporary nature of the impact (approximately two days) would not result in a new source of substantial light and impacts would be less than significant. Therefore, no further analysis of this environmental issue will be provided in the Draft EIR.

The proposed project would not include any materials that would result in glare, and would be consistent with the existing facilities and materials used at the VWRP site. As a result, glare impacts would be considered less than significant and no further analysis of this environmental issue will be provided in the Draft EIR.

## References

- California Department of Transportation (Caltrans). 2023.  
<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>

## Agriculture and Forestry Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>II. AGRICULTURE AND FORESTRY RESOURCES —</b>				
<p>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 Dept. 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:</p>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

- a) The project site is located in a developed area adjacent to an existing wastewater treatment facility. The project site does not contain agricultural uses or related operations and is not located on designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program. Furthermore, the General Plan does not identify the project site as an area designated for agriculture use. Therefore, the project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses. No impact would occur and no further analysis of this environmental issue will be provided in the Draft EIR.
  
- b) The project site is zoned Heavy Agricultural, A-2-5. Per the Los Angeles County Code, no portion of the project site or surrounding land uses are zoned for agriculture and no nearby lands are enrolled under the Williamson Act. The proposed project would include improvements to existing structures associated with the existing VWRP and no changes to land use would occur. As such, the project would not conflict with existing zoning for agricultural use or a Williamson Act contract and no impact would occur. Therefore, no impact would occur and no further analysis of this environmental issue will be provided in the Draft EIR.

- c) No forest land or timberland zoning is present on the project site or in the surrounding area. As such, the project would not conflict with existing zoning for forest land or timberland. Therefore, no impact would occur and no further analysis of this environmental issue will be provided in the Draft EIR.
- d) No forest land exists on the project site or in the surrounding area. As such, the project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impact would occur and no further analysis of this environmental issue will be provided in the Draft EIR.
- e) Since there are no agricultural uses or related operations on or near the project site, the project would not involve the conversion of farmland to other uses, either directly or indirectly. Therefore, no impact would occur and no further analysis of this environmental issue will be provided in the Draft EIR.

## References

State of California Department of Conservation, California Important Farmland Finder, <https://maps.conservation.ca.gov/dlrp/ciff/>. Accessed September 29, 2023.

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## Air Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>III. AIR QUALITY —</b>				
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Discussion

- a) The proposed project is located within the 6,600-square-mile South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) together with the Southern California Association of Governments (SCAG) is responsible for formulating and implementing air pollution control strategies throughout the Basin. The 2022 Air Quality Management Plan (AQMP) was adopted December 2, 2022, and outlines the air pollution control measures needed to meet Federal particulate matter (PM<sub>2.5</sub>) and Ozone (O<sub>3</sub>) standards. The AQMP also proposes policies and measures currently contemplated by responsible agencies to achieve Federal standards for healthful air quality in the Basin that are under SCAQMD jurisdiction. In addition, the AQMP addresses several Federal planning requirements and incorporates updated emissions inventories, ambient measurements, meteorological data, and air quality modeling tools from earlier AQMPs. Pollutant emissions resulting from construction of the project would have the potential to affect implementation of the AQMP. Therefore, further analysis on this environmental issue will be included in the Draft EIR.
- b) The project site is located within the Basin, which is characterized by relatively poor air quality. According to the 2022 AQMP, the Basin is designated nonattainment for Federal and State ozone (O<sub>3</sub>) standards, as well as the current particulate matter (PM<sub>2.5</sub>) standards. The Los Angeles County portion of the Air Basin is designated as nonattainment for the federal lead standard; however, this is due to localized emissions from two lead-acid battery recycling facilities in the City of Vernon and the City of Industry that are no longer operating. (SCAQMD) Operation of the VWRP would remain similar to existing conditions. The project would result in increased air emissions (including the emission of criteria pollutants) from construction traffic in the Basin, within an air quality management area currently in non-attainment of Federal and State air quality standards for O<sub>3</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. As such, implementation of the project could potentially contribute to cumulative air quality impacts, in combination with other existing and future emission

sources in the project area. Therefore, further analysis on this environmental issue will be included in the Draft EIR.

- c) The project site is located along The Old Road which runs parallel to I-5. Sensitive receptors are located west, south/southeast of the project site. Operation of the VWRP would remain similar to existing conditions. Construction activities of the project could increase localized air emissions, carbon monoxide (CO) concentrations, and toxic air contaminants (TACs) at these and other sensitive receptor locations in the area. Therefore, further analysis on this environmental issue will be included in the Draft EIR.
  
- d) The proposed project would involve the improvement of an existing retaining wall and upgrades to two existing outlet structures. According to the SCAQMD CEQA Air Quality Handbook, construction equipment is not a typical source of odors. Odors from the combustion of diesel fuel would be minimized by complying with the California Air Resources Board (CARB) Air Toxics Control Measure (ATCM) that limits diesel-fueled commercial vehicle idling to five minutes at any given location, which was adopted in 2004. The project would also comply with SCAQMD Rule 402 (Nuisance), which prohibits the emissions of nuisance air contaminants or odorous compounds. 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 includes water treatment uses and would not involve the types of uses typically associated with odor complaints. The project would include upgrades to an existing wall and existing outfall structures that would not result in adverse odor impacts. Nevertheless, due to the project's connection to a water reclamation plant, further analysis on this environmental issue will be included in the Draft EIR.

## References

South Coast Air Quality Management District (SCAQMD), Board Meeting, Agenda No. 30, Adopt the 2012 Lead State Implementation Plan for Los Angeles County, May 4, 2012.

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## Biological Resources

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

## Discussion

- a-d) The proposed project would involve the construction of a ground retaining wall and upgrades to existing outfall structures in areas that may serve as suitable habitats for 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 (CDFW) or U.S. Fish and Wildlife Service. In addition, the proposed project area would include an existing SEA and CDFW easement. Therefore, further analysis on this environmental issue will be included in the Draft EIR.
- e-f) The proposed project site is located within an existing SEA and CDFW easement and the removal of trees may be required. The proposed project has the potential to conflict with one or more local policies or ordinances designed to protect biological resources within the project area. Therefore, further analysis on this environmental issue will be included in the Draft EIR.

## Cultural Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>V. CULTURAL RESOURCES</b> — Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Discussion

- a) The proposed project would include impacts to the VWRP which was placed in operation in 1967. Impacts to existing plant structures would be required. Therefore, further analysis on this environmental issue will be included in the Draft EIR.
- b) Archaeological resources are features, such as tools, utensils, carvings, fabric, building foundations, etc., that document evidence of past human endeavors and that may be historically or culturally important to a significant earlier community. Project construction would require grading and excavation activities just outside the boundary of the VWRP along the middle section wall and outfall structures that could extend into native soils and could disturb existing but undiscovered archaeological resources. Therefore, further analysis on this environmental issue will be included in the Draft EIR.
- c) The project would require excavation that could extend into native soils, with the potential to encounter previously unknown human remains. A number of regulatory provisions address the handling of human remains inadvertently uncovered during excavation activities. These include State Health and Safety Code Section 7050.5, Public Resources Code (PRC) Section 5097.98, and State CEQA Guidelines Section 15064.5(e). Pursuant to these codes, in the event of the discovery of unrecorded human remains during construction, excavations shall be halted, and the County Coroner shall be notified. If the human remains are determined to be Native American, the California Native American Heritage Commission (NAHC) would be notified within 24-hours and the guidelines of the NAHC would be adhered to in the treatment and disposition of the remains. Compliance with these regulatory protocols would ensure that impacts on human remains would be less than significant. Nevertheless, due to the potential for excavation within native soils, further analysis on this environmental issue will be included in the Draft EIR.

# Energy

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

## Discussion

- a) This analysis addresses the project’s potential consumption of energy resources, including transportation fuel, and whether the project would result in wasteful, inefficient, or unnecessary consumption of energy resources. During construction of the proposed project, energy would be consumed in the form of electricity for exterior uses, such as lights and water conveyance for dust control. Natural gas would not be used for construction purposes. Proposed project construction would also consume energy in the form of petroleum-based fuels associated with the use of off-road construction vehicles and equipment on the proposed project sites, construction workers traveling to and from the proposed project site and delivery and haul truck trips (e.g., hauling of demolition or excavation material to offsite reuse and disposal facilities).

Construction is assumed to occur generally during daytime hours, however some electricity would be consumed, on a limited basis, to power lighting and supply and convey water for dust control. Electricity would be supplied to the proposed project site by SCE and would be obtained from the existing electrical lines that are connected to the proposed project site. The proposed project electricity demand would be limited and well within the supply and infrastructure capabilities of SCE (which reported 84,218 GWh of total energy sales in the 2021-2022 fiscal year) (SCE 2022). Electricity use from construction would be short-term, limited to working hours, used for necessary construction-related activities, and small in comparison to overall SCE annual demand. Therefore, the proposed project would not result in a wasteful, inefficient, and unnecessary consumption of energy associated with electricity used for construction, and impacts would be less than significant.

As previously stated above, construction activities typically do not involve the consumption of natural gas. Accordingly, natural gas would not be supplied to support proposed project construction activities; thus, there would be no expected demand generated by construction of the proposed project. Therefore, the proposed project would not result in the wasteful, inefficient, and unnecessary consumption of energy associated with natural gas used for construction, and no impact would occur.

Construction of the proposed project would utilize fuel-efficient trucks and equipment consistent with federal and State regulations, such as fuel efficiency regulations in accordance with CARB’s Pavley Phase I and II standards (at a minimum through the model

year 2020 standards depending on the outcome of the SAFE Vehicles Rule court challenge), the anti-idling regulation in accordance with CCR, Title 13, Section 2485, and fuel requirements in accordance with CCR, Title 17, Section 93115, as well as the In-Use Off-Road Diesel-Fueled Fleets regulation (CARB 2023). As such, the proposed project would comply with State measures to reduce the inefficient, wasteful, and unnecessary consumption of energy, such as petroleum-based transportation fuels. While these regulations are intended to reduce construction emissions, compliance with the anti-idling and emissions regulations discussed above would also result in fuel savings from the use of more fuel-efficient engines. Diversion of mixed construction and demolition debris would reduce truck trips to landfills, which are typically located some distance away from population centers, and increase the amount of waste recovered (e.g., recycled, reused) at material recovery facilities, thereby further reducing transportation fuel consumption. As discussed in the Utilities and Service Systems, the proposed project is not anticipated to generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

Based on the analysis above, construction would utilize transportation fuel energy only for necessary onsite activities and to transport construction materials and demolition debris to and from the proposed project site. As discussed above, idling restrictions and the use of cleaner, energy-efficient equipment would result in less fuel combustion and energy consumption and, thus, reduce the proposed project's construction-related energy use. Therefore, the proposed project would not result in the wasteful, inefficient, and unnecessary consumption of energy, and impacts associated with transportation fuels for construction would be less than significant.

The proposed project would include improvement to an existing retaining wall and existing outfall structures. No energy consumption would be included as part of the proposed project's operations. Therefore, the operations of the proposed project would not be wasteful, inefficient, or unnecessary and no further analysis on this environmental issue will be included in the Draft EIR.

- b) This analysis addresses the project's potential to conflict with or obstruct a state of local plan for renewable energy or energy efficiency. The State has adopted regulations and strategies regarding energy efficiency for construction equipment and vehicles. The proposed project would utilize construction contractors who must demonstrate compliance with applicable regulations. Construction equipment would be required to comply with federal, state, and regional requirements, where applicable. With respect to truck fleet operators, USEPA and NHSTA have adopted fuel-efficiency standards for medium- and heavy-duty trucks that will be phased in over time. Phase 1 heavy-duty truck standards apply to combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles for model years 2014 through 2018 and result in a reduction in fuel consumption from 6 to 23 percent over the 2010 baseline, depending on the vehicle type (USEPA 2011). USEPA and NHTSA also adopted the Phase 2 heavy-duty truck standards, which cover model years 2021 through 2027 and require the phase-in of a 5 to 25 percent reduction in fuel consumption over the 2017 baseline depending on the compliance year and vehicle type

(USEPA 2016). The energy modeling for trucks does not take into account specific fuel reductions from these regulations, since they would apply to fleets as they incorporate newer trucks meeting the regulatory standards. As a result, these regulations would have an overall beneficial effect on reducing fuel consumption from trucks over time as older trucks are replaced with newer models that meet the standards.

In addition, construction equipment and trucks are required to comply with CARB regulations regarding heavy-duty truck idling limits of 5 minutes per occurrence. Additionally, off-road emissions standards will increase equipment efficiencies as they are phased-in overtime and less-efficient equipment is phased out of construction fleets. These limitations would result in an increase in energy savings in the form of reduced fuel consumption from more fuel-efficient engines. Although these requirements are intended to reduce criteria pollutant emissions, compliance with the anti-idling and emissions regulations would also result in the efficient use of construction-related energy. Thus, based on the information above, construction of the proposed project would comply with existing energy standards.

The proposed project's construction equipment used would be consistent with the energy standards applicable to construction equipment including limiting idling fuel consumption and using contractors that comply with applicable CARB regulatory standards that affect energy efficiency. Furthermore, the proposed project would be consistent with the Advanced Clean Cars and Mobile Source Strategy, which is instituted to reduce mobile source emissions over time. This is expected to reduce energy consumption from future projects. Therefore, construction of 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.

The proposed project would include improvements to an existing retaining wall and existing outfall structures. No energy consumption would occur as part of the proposed project's operations. Therefore, the operations of the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and no further analysis on this environmental issue will be included in the Draft EIR.

## References

- SCE (Southern California Edison) 2022. Annual Report. [https://download.edison.com/406/files/20232/2022-eix-sce-annual-report.pdf?Signature=h%2BwwSmKKBKviko5acg8P6%2B7zdWN0%3D&Expires=1694625105&AWSAccessKeyId=AKIAJX7XEOOELCYGIVDQ&versionId=bpeN\\_ aiySep67UMc7RtP511pq9M5I127&response-content-disposition=attachmen](https://download.edison.com/406/files/20232/2022-eix-sce-annual-report.pdf?Signature=h%2BwwSmKKBKviko5acg8P6%2B7zdWN0%3D&Expires=1694625105&AWSAccessKeyId=AKIAJX7XEOOELCYGIVDQ&versionId=bpeN_ aiySep67UMc7RtP511pq9M5I127&response-content-disposition=attachmen) Accessed November 2023.
- CARB California Air Resources Board) 2023. In-Use Off-Road Diesel-Fueled Fleets Regulation. In-Use Off-Road Diesel-Fueled Fleets Regulation | California Air Resources Board. Accessed November 2023.

USEPA (United States Environmental Protection Agency) 2011. *Fact Sheet: EPA and NHTSA Adopt First-Ever Program to Reduce Greenhouse Gas Emissions and Improve Fuel Efficiency of Medium- and Heavy-Duty Vehicles*. Accessed November 2023.

USEPA, 2016. Federal Register/Vol. 81, No. 206/Tuesday, Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles—Phase 2, October 25, 2016. <https://www.gpo.gov/fdsys/pkg/FR-2016-10-25/pdf/2016-21203.pdf>. Accessed

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## Geology and Soils

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

## Discussion

- a.i) The seismically active region of Southern California is crossed by numerous faults that are both active and inactive. Fault rupture is the displacement that occurs along the sides of a fault during an earthquake. Based on criteria established by the California Geological Survey (CGS), faults can be classified as active if they have shown evidence of movement within the past 11,700 years (i.e., during the Holocene Epoch). The criteria for defining an active fault is based on standards developed by the CGS for the Alquist-Priolo Earthquake Fault Zoning Program (Bryant 2017). Faults that have not moved in the last 11,700 years are not considered active. According to the California Department of Conservation, the project area is located in the Newhall 7.5-minute quadrangle. The project site is located outside of an Alquist-Priolo zone, where the potential for a rupture of a known earthquake fault is considered to be low. Therefore, the proposed project would have no impact on exposing people to substantial and adverse effects, including the risk of loss, injury, or

death involving rupture of a known earthquake fault. No further analysis of this environmental issue will be provided in the Draft EIR.

- a.ii) Seismicity is the geographic and historical distribution of earthquakes, including their frequency, intensity, and distribution. The level of ground shaking at a given location depends on many factors, including the size and type of earthquake, distance from the earthquake, and subsurface geologic conditions. The type of construction also affects how particular structures and improvements perform during ground shaking. Because the project site is located in the seismically active Southern California region, it would be subject to strong seismic ground shaking in the event of a seismic event. The proposed retaining wall would be subject to the seismic design criteria of the California Building Code (CBC) and the project-specific design requirements of a geotechnical report. The CBC contains seismic safety provisions with the aim of preventing collapse during a design earthquake. Compliance with these regulations and requirements would minimize injury and loss of life due to structure collapse during an earthquake. Further analysis on this environmental issue will be included in the Draft EIR.
- a.iii) Liquefaction is a phenomenon in which saturated silty to cohesionless soils below the groundwater table are subject to a temporary loss of strength due to the buildup of excess pore pressure during cyclic loading conditions such as those induced by an earthquake. Liquefaction effects include loss of bearing strength, amplified ground oscillations, lateral spreading, and flow failures. Liquefaction typically occurs in areas where groundwater is shallow or less than 50 feet from the ground surface, and where the soils are composed of loose, poorly consolidated, fine to medium-grained sand. In addition to the necessary soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to initiate liquefaction. According to the California Geological Survey (CGS), the project site is located in an area mapped as potentially liquefiable. Therefore, further analysis on this environmental issue will be included in the Draft EIR.
- a.iv) The proposed project area is not located within an area classified as a landslide study area by the CGS. Therefore, there is no known potential for landslides to occur on or near the proposed project site. Therefore, no impact would occur and no further analysis of this environmental issue will be provided in the Draft EIR.
- b) Soil erosion refers to the process by which soil or earth material is loosened or dissolved and removed from its original location. Erosion can occur by varying processes and may occur in a project area where bare soil is exposed to wind or moving water (both rainfall and surface runoff). The processes of erosion are generally a function of material type, terrain steepness, rainfall or irrigation levels, surface drainage conditions, and general land uses. Topsoil is used to cover surface areas for the establishment and maintenance of vegetation due to its high concentrations of organic matter and microorganisms. The project site would encompass the perimeter wall of an existing water reclamation facility and within a vegetated area that could be subject to erosion during construction. Therefore, further analysis on this environmental issue will be included in the Draft EIR.



- c) Impacts related to liquefaction and landslides are discussed above. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The downslope movement is due to the combination of gravity and earthquake shaking. Such movement can occur on slope gradients as little as one degree. Lateral spreading typically damages pipelines, utilities, bridges, and structures. Lateral spreading during a seismic activity usually occurs along the weak shear zones within a liquefiable soil layer and has been observed to generally take place towards a free face and to lesser extent on ground surfaces with a very gentle slope. Groundwater levels are currently unknown, and the project site is subject to potential levels of seismic activity, therefore, further analysis on this environmental issue will be included in the Draft EIR.
- d) Soils with shrink-swell or expansive properties typically occur in fine-grained sediments and cause damage through volume changes as a result of a wetting and drying process. Structural damage may occur over a long period of time, usually the result of inadequate soil and foundation engineering or the placement of structures directly on expansive soils. The proposed project would have the potential to be located on expansive soils, further analysis on this environmental issue will be included in the Draft EIR.
- e) The proposed project includes the ground improvement for the existing retaining wall. The project would not incorporate septic tanks or alternative wastewater disposal systems. Therefore, the project would have no impact and no further analysis of this environmental issue will be provided in the Draft EIR.
- f) The proposed project would require excavation and grading that could extend into native soils and/or geologic features potentially containing paleontological resources. Further analysis on this environmental issue will be included in the Draft EIR.

## References

- California Geological Survey. 2023. Regulatory Maps Geo Application: Earthquake Fault Zones. Accessed October 4, 2023. Available: <https://maps.conservation.ca.gov/cgs/EQZApp/>
- Bryant, W.A., and Hart, E.W., Fault-Rupture Hazard Zones in California – Alquist-Priolo Earthquake Fault Zoning Act with Index to Earthquake Fault Zones Maps: California Geological Survey Special Publication 42, page 42, 2017.

## Greenhouse Gas Emissions

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

### Discussion

- a) Construction of the project would generate greenhouse gas (GHG) emissions which could have the potential to either individually or cumulatively result in a significant impact on the environment. Therefore, further analysis on this environmental issue will be included in the Draft EIR.
- b) To determine if the project would conflict with these plans, policies, and regulations, further analysis on this environmental issue will be included in the Draft EIR.

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## Hazards and Hazardous Materials

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

### Discussion

- a-b) Construction of the project would involve the temporary use of hazardous substances in the form of fuels and oils. All materials would be used, stored, and disposed of in accordance with applicable laws and regulations and manufacturers' instructions. Furthermore, any emissions from the use of such materials would be minimal and localized to the project site. Project operations would not change from current conditions, and would not involve the use or storage of potentially hazardous materials. As with construction emissions, any emissions from the use of hazardous materials regarding the operation of the project would be minimal and localized to the project site. However, since construction would temporarily increase the use and transport of hazardous materials and work would occur within an existing SEA, further analysis on this environmental issue will be included in the Draft EIR.
- c) There are no schools located within 0.25 mile of the project site. As such, the use of hazardous materials would not create a significant hazard to any nearby existing or proposed schools. In addition, operations would not change from current existing

conditions. Therefore, impacts would be less than significant, and no further analysis of this environmental issue will be provided in the Draft EIR.

- d) Government Code Section 65962.5, amended in 1992, requires the California Environmental Protection Agency (CalEPA) to develop and update annually the Cortese List, which is a list of hazardous waste sites and other contaminated sites. While Government Code Section 65962.5 makes reference to the preparation of a list, many changes have occurred related to web-based information access since 1992 and information regarding the Cortese List is now compiled on the websites of the Department of Toxic Substances Control (DTSC), the State Water Board, and CalEPA. The DTSC maintains the EnviroStor database, which includes sites on the Cortese List and also identifies potentially hazardous sites where cleanup actions (such as a removal action) or extensive investigations are planned or have occurred. The database provides a listing of Federal Superfund sites [National Priorities List (NPL)]; State Response sites; Voluntary Cleanup sites; and School Cleanup sites. Geotracker is the State Water Resources Control Board's data management system for managing sites that impact groundwater, especially those that require groundwater cleanup [USTs, Department of Defense, Site Cleanup Program] as well as permitted facilities such as operating USTs and land disposal sites. CalEPA's database includes lists of sites with active Cease and Desist Orders (CDO) or Cleanup and Abatement Orders (CAO) from the State Water Board. Database searches.

According to the EnviroStor database, the project site is not located within any hazardous materials databases, nor is the project site located near any site of environmental concern (DTSC 2023). A review of hazardous materials database identified a release of gasoline to soil in January 2011 at the Valencia Chevron, located approximately 340 feet north of the current project site at 28070 The Old Road. Groundwater and soil sampling for the Valencia Chevron site began in November 2011. Cleanup of the Valencia Chevron site has been completed, and the case closed as of August 23, 2018 (SWRCB 2018). Based on issuance of a regulatory closure letter, the past release at this facility is considered to represent a low threat. Compliance with the regulatory requirements and implementation of BMPs would ensure the project would not create a significant hazard to the public or environment, despite being located near a site identified on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, impacts would be less than significant and no further analysis of this environmental issue will be provided in the Draft EIR.

- e) The project site is not located within the vicinity of a private airstrip, heliport, or helistop or within an airport land use plan or within 2 miles of a public or private airport. Airport and airfields in proximity to the project site include Whiteman Airport approximately 15 miles to the southeast, and Van Nuys Airport approximately 16 miles to the south. Therefore, the project is not located within an airport land use plan area and would not result in airport-related safety hazards or excessive noise for people residing or working in the project area. No impacts would occur, and no further analysis of this environmental issue will be provided in the Draft EIR.

- f) The project site is located in a developed area that is well served by a roadway network. The proposed project would not include changes to adjacent roadways or other access points to the project site. While it is expected that the majority of construction activities for the project would be confined on-site, construction activities may temporarily affect access on portions of the adjacent street during certain periods of the day where construction vehicles are entering or exiting the VWRP. Therefore, further analysis on this environmental issue will be included in the Draft EIR.
- g) The project site is located in a very high fire hazard area (CAL FIRE 2023). In addition, the project site is located in a State Responsibility Area. Impacts are potentially significant and further analysis on this environmental issue will be included in the Draft EIR.

## References

- CAL FIRE (California Department of Forestry and Fire Protection). 2022. FHSZ Viewer, <https://egis.fire.ca.gov/FHSZ/>, accessed October 10, 2023.
- California Department of Toxic Substances Control (DTSC). 2023. EnviroStor Database, <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=28185+The+Old+Road+in+Valencia%2C+California+>. Accessed November 17, 2023.
- California Regional Water Quality Control Board (SWRCB). 2018. Available: [https://documents.geotracker.waterboards.ca.gov/regulators/deliverable\\_documents/9136305093/28070%20The%20Old%20Road%20N.%20-%20Closure%20Letter%20&%20Transmittal.pdf](https://documents.geotracker.waterboards.ca.gov/regulators/deliverable_documents/9136305093/28070%20The%20Old%20Road%20N.%20-%20Closure%20Letter%20&%20Transmittal.pdf). Accessed November 17, 2023.

## Hydrology and Water Quality

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

### Discussion

- a) The project area is located in the Regional Water Quality Control Board (RWQCB) –Los Angeles Region jurisdiction. The project could result in impacts to water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Therefore, further analysis on this environmental issue will be included in the Draft EIR.
- b) Project construction would require a maximum excavation depth of 70 feet. The proposed project could potentially result in the decrease in groundwater supplies or interfere substantially with groundwater recharge. Therefore, further analysis on this environmental issue will be included in the Draft EIR.
- c.i- iv) The proposed project would require excavation and grading. The proposed project could result in the modification of the drainage pattern of the site or surrounding area and further analysis on this environmental issue will be included in the Draft EIR.

- d) The project site is located approximately 55 miles east of the Pacific Ocean and is not located in a tsunami hazard area. In addition, the project site is not located near a body of water, and therefore not at risk by seiche. Although the Santa Clara River is located adjacent to the project site, the western site boundary is not located within an area mapped as a flood hazard area on FEMA's Flood Insurance Rate Map or the LA County DPW Floodway Map (FEMA 2023, LA County DPW 2003). As a result, there would be no impact related to risks from seiche, tsunami, or flood hazards that would risk or release pollutants due to inundation and no further analysis of this environmental issue will be provided in the Draft EIR.
- e) Similar to existing conditions, the proposed project would not require the use of groundwater. However, project construction would require a maximum excavation depth of 70 feet and impacts to groundwater quality could occur and the proposed project could conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Therefore, further analysis on this environmental issue will be included in the Draft EIR.

## References

Federal Emergency Management Agency (FEMA). 2023. FIRMETTE 06037C0815G, <https://msc.fema.gov/portal/home>, accessed October 10, 2023.

Los Angeles County Department of Public Works. 2023. Floodway Map. <https://apps.gis.lacounty.gov/dpw/m/?viewer=fcs>, accessed November 21, 2023.

## Land Use and Planning

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XI. LAND USE AND PLANNING</b> — Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Discussion

- a) The proposed project would include upgrades and rehabilitation to existing structures associated with the VWRP just west of the plant boundary within an SEA and CDFW easement. Therefore, implementation of the proposed project would not physically divide an established community. No impacts would occur, and no further analysis of this environmental issue will be provided in the Draft EIR.
  
- b) The proposed project would include upgrades and rehabilitation of existing structures associated with the VWRP and would be consistent with the County’s General Plan land use designation (Industrial) (Los Angeles County 2022). The proposed project would not result in any changes to the existing land use at the project site, and operations would be similar to existing conditions. The proposed project would not conflict with land use plans, policy or regulations. No impacts would occur, and no further analysis of this environmental issue will be provided in the Draft EIR.

As discussed above, impacts associated with the SEA would be covered in the Biological Resources Section of the Draft EIR.

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## Mineral Resources

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

## Discussion

- a, b) The project site is located in Mineral Resource Zone (MRZ) 2, which is defined as a MRZ where adequate information indicates that significant mineral deposits are present or a likelihood of their presence and development should be controlled (DOC 2021). The proposed project involves ground improvement of an existing retaining wall and existing outfall structures just west of the boundary of the VWRP; no mineral extraction or other mining operations currently occur within the project site. The proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state, or result in the loss of a mineral resource recovery site. Therefore, no further analysis of this environmental issue will be provided in the Draft EIR.

## References

California Department of Conservation (DOC). 2021. CGS Information Warehouse Mineral Land Classification Portal, Updated Mineral Resource Zones for Portland Cement Concrete Aggregate in the San Fernando Valley and Saugus-Newhall Production-Consumption Regions, Los Angeles County, California. Available at: [https://www.conservation.ca.gov/cgs/Documents/Publications/Special-Reports/SR\\_254-MLC-SanFernandoValleySaugusNewhallPCR-2021-Plate01-MRZs-a11y.pdf](https://www.conservation.ca.gov/cgs/Documents/Publications/Special-Reports/SR_254-MLC-SanFernandoValleySaugusNewhallPCR-2021-Plate01-MRZs-a11y.pdf). Accessed September 29, 2023.

## Noise

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XIII. NOISE</b> — Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion

- a) The area surrounding the project site is developed primarily with commercial uses. Land uses located adjacent to the project site include: commercial uses to the north (across The Old Road), and the Santa Clara River SEA to the south and west. Construction of the project would require the use of heavy construction equipment (e.g., bulldozers, backhoes, cranes, loaders, etc.) that would generate noise on a short-term basis. Therefore, construction of the project could generate a temporary increase in ambient noise levels in excess of applicable standards for nearby sensitive receptors, including the Santa Clara River SEA. Therefore, further analysis on this environmental issue will be included in the Draft EIR.
- b) Construction of the project may generate groundborne vibration and groundborne noise due to project site grading and haul truck travel. As such, the project would have the potential to generate excessive groundborne vibration and groundborne noise levels during short-term construction activities. Therefore, further analysis on this environmental issue will be included in the Draft EIR.
- c) The project site is not located within an airport land use plan area or within two miles of a public airport or public use airport. The project site is not located within the vicinity of a private airstrip, or heliport or helistop. Airport and airfields in proximity to the project site include Whiteman Airport approximately 15 miles to the southeast, and Van Nuys Airport approximately 16 miles to the south. Therefore, the project would not expose people to excessive noise levels from such uses and no further analysis of this environmental issue will be provided in the Draft EIR.

# Population and Housing

<u>Issues (and Supporting Information Sources):</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XIV. POPULATION AND HOUSING —</b> Would the project:				
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Discussion

- a) The proposed project would occur along the perimeter of an existing water reclamation plant. The proposed activities do not include new homes or businesses and would not result in the extension of public roads or other infrastructure. The proposed project includes improvement of existing facilities associated with the VWRP and would not induce growth. As such, the proposed project would not contribute to a substantial increase in unplanned population growth, and no impact would occur. No further analysis of this environmental issue will be provided in the Draft EIR.
  
- b) The project site encompasses an existing water treatment facility in a built-out, urbanized area. No housing exists on the project site, and therefore the proposed project would not displace a substantial number of existing housing units or people, necessitating the construction of replacement housing elsewhere. Therefore, no impact would occur and no further analysis of this environmental issue will be provided in the Draft EIR.

## Public Services

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

## Discussion

- a.i) The project site is currently served by the Los Angeles County Fire Department (LACFD) Battalion 6, which operates the Santa Clarita Fire Departments. The closest station to the project site is Station 76, located approximately 1.7 miles northwest at 27223 Henry Mayo Drive. The proposed project involves the improvement to existing facilities associated with the VWRP and would not induce population growth directly or indirectly that could increase the demand for fire protection services at the project site. Furthermore, the project site is an existing water reclamation plant where fire protection services are already adequately provided. The proposed project would maintain adequate emergency vehicle access to the project site during construction and operation. As such, fire protection would not be significantly altered through implementation of the proposed project and impacts would be less than significant. Therefore, no further analysis of this environmental issue will be provided in the Draft EIR.
- a.ii) The project site is currently serviced by the Los Angeles County Sheriff’s Department. The closest police station to the project site is the Santa Clarita Valley Sheriff’s Station, located 5.1 mile southeast at 26201 Golden Valley Road. Due to the temporary nature of the construction activities, these jobs are anticipated to be filled by the local workforce. The proposed project involves the improvement of existing facilities associated with the existing VWRP. Therefore, the proposed project would not result in a direct or indirect increase in population that would contribute to substantial adverse physical impacts associated with police protection and impacts would be less than significant. No further analysis of this environmental issue will be provided in the Draft EIR.
- a.iii) The project site is located within an existing water reclamation plant. As previously detailed, the proposed project does not include the development of new homes or businesses that would result in the generation of students. Therefore, the proposed project

- would not result in substantial adverse physical impacts associated with the need for new or physically altered school facilities. As such, no impact would occur and no further analysis of this environmental issue will be provided in the Draft EIR.
- a.iv) The proposed project would not alter operations at the existing water reclamation plant. The proposed project would not directly or indirectly induce population growth requiring additional parks. Therefore, the proposed project would not result in substantial adverse physical impacts associated with the need for new or physically altered park facilities. Impacts would be less than significant and no further analysis of this environmental issue will be provided in the Draft EIR.
- a.v) As previously mentioned, the project site is an existing water reclamation plant, and the proposed project would not induce population growth. No additional public services would be required by the proposed project. Therefore, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities and no impact would occur. No further analysis of this environmental issue will be provided in the Draft EIR.
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## Recreation

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

## Discussion

- a) As the proposed project does not include residential uses, the proposed project would not result in increased use of recreational facilities. Project employees are not anticipated to use nearby recreational facilities to an extent that would cause or accelerate its substantial physical deterioration. Therefore, no impacts to neighborhood and regional parks or other recreational facilities would occur and no further analysis of this environmental issue will be provided in the Draft EIR.
- b) The proposed project would not include the construction or expansion of recreational facilities. In addition, the proposed project does not include residential uses which would require the construction or expansion of recreation facilities. Therefore, no impacts related to the adverse physical effect on the environment due to the construction or expansion of recreation facilities would occur. No further analysis of this environmental issue will be provided in the Draft EIR.

## Transportation

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XVII. TRANSPORTATION —</b> Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Discussion

- a) Construction activities, such as hauling of demolition and excavated materials have the potential to impact circulation within roadways, bicycle, and pedestrian facilities. During operation, maintenance is anticipated to be minimal and would not affect the circulation system, including roadway, bicycle, and pedestrian facilities. Therefore, further analysis on this environmental issue will be included in the Draft EIR.
- b) SB 743, which went into effect in January 2014, requires the Governor’s Office of Planning and Research to change the way public agencies evaluate transportation impacts of projects under CEQA. Under SB 743, the focus of transportation analysis has shifted from driver delay, which is typically measured by traffic level of service (LOS), to a new measurement that better addresses the state’s goals on reduction of greenhouse gas emissions, creation of a multi-modal transportation, and promotion of mixed-use developments. CEQA Guidelines Section 15064.3 states that vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts, replacing LOS. Further analysis on this environmental issue will be included in the Draft EIR.
- c) The proposed project would not include any design features or incompatible uses which may substantially increase hazards. Therefore, no impact would occur and no further analysis of this environmental issue will be provided in the Draft EIR.
- d) The proposed project would include a new access area around the existing outlet structures and easement (Figure 1). The proposed project would not include changes to adjacent roadways or other access points to the project site. Therefore, the implementation of the proposed project would not result in inadequate emergency access. Impacts would be less than significant and no further analysis of this environmental issue will be provided in the Draft EIR.

## Tribal Cultural Resources

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
<b>XVIII. TRIBAL CULTURAL RESOURCES —</b>				
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:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) 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.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

a.i-ii) Assembly Bill (AB) 52 establishes a formal consultation process for California Native American Tribes to identify potentially significant impacts to tribal cultural resources, as defined in Public Resources Code Section 21074, as part of CEQA. As specified in Public Resources Code Section 21080.3.1 (d), within 14 days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, lead agencies must provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the tribe has submitted a written request to be notified. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation. Should any information be gained during the consultation process, it would be used to analyze impacts to tribal cultural resources in an EIR. Therefore, further analysis on this environmental issue will be included in the Draft EIR.



## Utilities and Service Systems

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>XIX. UTILITIES AND SERVICE SYSTEMS —</b>				
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Discussion

### a) **Water**

No new sources of water supply, such as groundwater, are required to meet the proposed project's water demand. During construction activities, there would be a temporary, intermittent demand for water for such activities as soil watering for site preparation, fugitive dust control, cleanup, and other short-term activities. Construction-related water usage is not expected to have an adverse impact on available water supplies, and impacts would be less than significant. Operational activities would not change from existing conditions. Therefore, operation-related water usage would not have an adverse impact on available water supplies, and impacts would be less than significant. No further analysis of this environmental issue will be provided in the Draft EIR.

### **Wastewater Treatment**

Construction activities for the proposed project would not result in wastewater generation as construction workers would utilize portable restrooms, which would not contribute to wastewater flows to the local wastewater system. Operational activities would not change from existing conditions. Therefore, impacts would be less than significant related to wastewater treatment generation. No further analysis of this environmental issue will be provided in the Draft EIR.

### **Stormwater**

The proposed project would not include new or expanded stormwater facilities. In addition, the proposed project would be required to complete a SWPPP in accordance with the NPDES, which would reduce the potential for stormwater impacts on- and off-site. Therefore, impacts related to stormwater drainage would be less than significant and no further analysis of this environmental issue will be provided in the Draft EIR.

### **Electric Power, Natural Gas, and Telecommunications**

The proposed project would not result in the use of electricity during operation. The proposed project would not require new natural gas services connections and would not result in the need for new natural gas supplies or infrastructure. The proposed project would not require telecommunication and no new or expanded telecommunications facilities would be required as a result of construction and operation of the proposed project. Impacts would be less than significant and no further analysis of this environmental issue will be provided in the Draft EIR.

- b) No new sources of water supply are required to meet the proposed project's water demand. During construction activities, there would be a temporary, intermittent demand for water for such activities as soil watering for site preparation, fugitive dust control, cleanup, and other short-term activities. Construction-related water usage is not expected to have an adverse impact on available water supplies, and impacts would be less than significant. Operational activities would not change from existing conditions. In addition, operation of the proposed project would not require the provision of any municipal water supplies. Therefore, operation-related water usage would not have an adverse impact on available water supplies, and impacts would be less than significant. No further analysis of this environmental issue will be provided in the Draft EIR.
- c) The local wastewater treatment system is designed to comply with federal regulations (NPDES) administered by the RWQCB. Operational activities would not change from existing conditions. Therefore, it is not anticipated that project implementation would require construction of new or the expansion of existing wastewater facilities and impacts would be less than significant. Therefore, no further analysis of this environmental issue will be provided in the Draft EIR.

No improvements are needed to either water lines, sewer lines, or treatment facilities to serve the project. Therefore, impacts related to wastewater treatment capacity would be less than significant, and no further analysis of this environmental issue will be provided in the Draft EIR.

- d) A substantial amount of solid waste is disposed of throughout the region, requiring ongoing landfill expansions. According to the Los Angeles County General Plan, solid waste generated within the unincorporated areas is collected by a private waste hauler that contracts with the Department of Public Works (DPW). Landfills operated by Sanitation Districts of Los Angeles County are subject to federal and State programs that regulate operations and capacity in consideration of solid waste reduction goals. The closest solid

waste facility to the project site is Chiquita Canyon Sanitary Landfill which has a permitted capacity of 12,000 tons per day and has 51,629,100 tons of remaining capacity (Los Angeles County 2022). According to the 2021 Annual Report for the Countywide Integrated Waste Management Plan (CIWMP), the remaining capacity at County-operated landfills is 207.31 million tons (County of Los Angeles 2021). Construction of the proposed project would generate a small amount of solid waste. All collection, transportation, and disposal of any solid waste generated by the proposed project during construction and operation would comply with all applicable federal, State, and local statutes and regulations. Furthermore, as required by existing regulations, any hazardous materials collected on the project site during demolition, construction, or operational activities would be transported and disposed of by a permitted and licensed hazardous materials service provider at a facility permitted to accept such hazardous materials. As such, the proposed project is not anticipated to generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Therefore, this impact would be less than significant. No further analysis of this environmental issue will be provided in the Draft EIR.

- e) The project site is subject to State mandates with respect to solid waste. The proposed project would comply with all federal, State, and local statutes and regulations related to solid waste, including the California Integrated Waste Management Act requirements for solid waste generated during project construction and operation. Compliance with these regulations would ensure that a less than significant impact would occur. No further analysis of this environmental issue will be provided in the Draft EIR.

## References

- County of Los Angeles. 2022. *2021 Annual Report – Los Angeles County Countywide Integrated Waste Management Plan*, December 2022.
- Santa Clarita Valley Water Agency. 2021. 2020 Urban Water Management Plan for Santa Clarita Valley Water Agency. June 2021, [https://www.yourscvwater.com/sites/default/files/SCVWA/SCVWA-2020-UWMP-Volume-I\\_FINAL.pdf](https://www.yourscvwater.com/sites/default/files/SCVWA/SCVWA-2020-UWMP-Volume-I_FINAL.pdf), accessed October 2, 2023.

## Wildfire

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
<b>XX. WILDFIRE</b> — If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## Discussion

- a) The project site is located along the perimeter of the existing VWRP that is well served by a roadway network. The proposed project would not include changes to adjacent roadways or other access points to the project site. The majority of construction activities for the project would be confined within the VWRP and the western boundary of the plant. Construction activities may temporarily affect access on portions of the adjacent street during certain periods of the day where construction vehicles are entering or exiting the VWRP, however, these impacts would be temporary and would not substantially impair an adopted emergency response plan or emergency evacuation plan. Therefore, no further analysis of this environmental issue will be provided in the Draft EIR.
- b) The proposed project is located in an area designated by the California Department of Forestry and Fire Protection (CAL Fire) as “VHFHSZ” in Local Responsibility Area (LRA) mapping, and as “High” in State Responsibility Area (SRA) mapping. These hazard areas are described according to their potential to cause fire hazards due to relevant factors such as fuels, terrain, and weather, and provide the basis for application of various mitigation strategies to reduce risks to buildings associated with wildfires. Due to slope, prevailing winds, and other factors, the project could potentially expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Therefore, further analysis on this environmental issue will be included in the Draft EIR.
- c) The proposed project would include a new access area near the existing SCVSD easements. No other infrastructure such as roads, fuel breaks, emergency water sources, power lines or other utilities would be required that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Impacts would be considered less than

significant, and no further analysis of this environmental issue will be provided in the Draft EIR.

- d) The proposed project may 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. Therefore, further analysis on this environmental issue will be included in the Draft EIR.
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## Mandatory Findings of Significance

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
<b>XXI. MANDATORY FINDINGS OF SIGNIFICANCE —</b>				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### Discussion

a, b, c) As discussed throughout this Initial Study, the proposed project would result in No Impact or Less than Significant Impacts to Aesthetics, Agricultural and Forestry Resources, Energy, Land Use, Mineral Resources, Population and Housing, Public Services, Recreation, and Utilities and Service Systems. The proposed project could result in potentially significant impacts to the environment and human beings as it relates to the following environmental topics: Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Transportation, Tribal Cultural Resources, and Wildfire. Therefore, further analysis on these environmental issues and their cumulative impacts will be included in a Draft EIR.