NOTICE OF DETERMINATION

[X] County Clerk
County of Los Angeles
12400 E. Imperial Hwy., Rm. 1007
Norwalk, CA 90650

[ ] State Clearinghouse
1400 Tenth Street
Sacramento, CA 95815

PROJECT NAME: Master Case 20-208; Architectural Design Review 20-018, Development Review 20-013, Initial Study 20-005, Landscape Plan Review 20-015, Minor Use Permit 20-011

PROJECT LOCATION: Assessor's Parcel Number: 2844-016-009 and 2844-016-012

PROJECT DESCRIPTION: The project consists of the 4,800 square-foot convenience store with an attached 2,300 square-foot fast-food drive-through facility. The project also includes a 10-pump fueling station and a drive-through, automated carwash with five self-service vacuums. The project is located within the Community Commercial (CC) zone on the southwest corner of Soledad Canyon Road at Vista Canyon Boulevard.

PROJECT APPLICANT: Plaza Street Partners, LLC

This is to advise that the City of Santa Clarita has made the following determinations regarding the project described above:

1) The project was approved by the [X] Director of Community Development [ ] Planning Commission [ ] Mayor and City Council on the following date: March 18, 2022.

2) [ ] A Negative Declaration was prepared for this project pursuant to the provisions of CEQA (Section 15070 {a}).

3) [X] A Negative Declaration was prepared for this project pursuant to the provisions of CEQA (Section 15070 {b}).

4) [ ] An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.

5) The project [ ] WILL [X] WILL NOT have a significant impact on the environment.

6) Mitigation measures [X] WERE [ ] WERE NOT made a condition of project approval.

7) A Statement of Overriding Considerations [ ] WAS [X] WAS NOT adopted for this project.

This is to certify that the NEGATIVE DECLARATION with comments and a record of project approval is available for public review at:
THE DEPARTMENT OF COMMUNITY DEVELOPMENT
23920 Valencia Boulevard, Suite 140,
Santa Clarita, California 91355, (661) 255-4330

Contact Person/Title: Kendall Irvin, Assistant Planner I

Signature: _____

S:\CD\!PLANNING DIVISION\CURRENT\!2020\MC20-208 (MUP20-011, DR20-013, ADR20-018 Soledad

2022 064382
FILED
Mar 23 2022
Dean C. Logan, Registrar – Recorder/County Clerk
Electronically signed by ANNA MOVSISYAN

THIS NOTICE WAS POSTED
ON March 23 2022
UNTIL April 22 2022
REGISTRAR – RECORDER/COUNTY CLERK

State of California—Natural Resources Agency
CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE

2022 ENVIRONMENTAL FILING FEE CASH RECEIPT

RECEIPT # 202203231250023

STATE CLEARING HOUSE # *(If applicable)*

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY

LEAD AGENCY	DATE
CITY OF SANTA CLARITA	03/23/2022
COUNTY/STATE AGENCY OF FILING	**DOCUMENT NUMBER**
LACC	2022064382

PROJECT TITLE

MASTER CASE 20-208

PROJECT APPLICANT NAME			PHONE NUMBER
KENDALL IRVIN			
PROJECT APPLICANT ADDRESS	**CITY**	**STATE**	**ZIP CODE**
23920 VALENCIA BLVD ATTN: KENDALL IRVIN	SANTA CLARITA	CA	91355

PROJECT APPLICANT *(Check appropriate box):*

☑ Local Public Agency ☐ School District ☐ Other Special District ☐ State Agency ☐ Private Entity

CHECK APPLICABLE FEES:

☐ Environmental Impact Report (EIR)	$3,539.25	$ 0.00
☑ Negative Declaration (ND)(MND)	$2,548.00	$ 2,548.00
☐ Application Fee Water Diversion (State Water Resources Control Board Only)	$850.00	$ 0.00
☐ Projects Subject to Certified Regulatory Programs (CRP)	$1,203.25	$ 0.00
☑ County Administrative Fee	~~$50.00~~	$ 75.00
☐ Project that is exempt from fees		
☐ Notice of Exemption		
☐ CDFW No Effect Determination (Form Attached)		
☐ Other _____		$ 0.00

PAYMENT METHOD:

☐ Cash ☐ Credit ☑ Check ☐ Other _____ $ 2,623.00

SIGNATURE	TITLE
X 	ITC

ORIGINAL - PROJECT APPLICANT COPY - CDFW/ASB COPY - LEAD AGENCY COPY - COUNTY CLERK FG 753.5a (Rev. 01/19)

SOLEDAD CANYON PROJECT
INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION
MASTER CASE 20-208

PREPARED FOR:

City of Santa Clarita
23920 Valencia Boulevard, Suite 140
Santa Clarita, CA 91355

PREPARED BY:

ICF
555 W. 5th Street, Suite 3100
Los Angeles, CA 90013

December 2021

ICF

ICF. 2021. *Soledad Canyon Project Initial Study/Mitigated Negative Declaration.* December. (ICF 252.21.) Los Angeles, CA. Prepared for the City of Santa Clarita, CA.

Contents

Appendices

Tables

Figures

Acronyms and Abbreviations

2020 UWMP	SCVWA 2020 Urban Water Management Plan
AB	Assembly Bill
ADT	average daily trips
AQMPs	Air Quality Management Plans
Basin Plan	*Water Quality Control Plan, Los Angeles Region: Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties*
BMP	best management practice
CAL FIRE	California Department of Forestry and Fire Protection's
CalEEMod	California Emissions Estimator Model
CALGreen Code	California Green Building Standards Code
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CBC	California Building Code
CC	Community Commercial
CEQA	California Environmental Quality Act
cfs	cubic feet per second
City	City of Santa Clarita
CNEL	Community Noise Equivalent Level
CO_2	carbon dioxide
Construction General Permit	General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities, Order No. 2009-0009-DWQ
cy	cubic yards
dBA	A-weighted decibels
District	Santa Clarita Valley Sanitation District
EIR	environmental impact report
FEMA	Federal Emergency Management Agency's
GHG	greenhouse gas
GWMP	Groundwater Management Plan
HVAC	heating, ventilation, and air conditioning
Hydrology Report	*Hydrology Report for the Soledad Commercial, APNs: 2844-016-012, 2844-016-009*
LACOFD	Los Angeles County Fire Department
L_{eq}	equivalent continuous sound level
LOS	level of service
LST	localized significance thresholds
mgd	million gallons per day
MND	mitigated negative declaration
MS4	Municipal Separate Storm Sewer Systems
MTCO2e	metric tons CO_2e
MTY	million metric tonnes per year
NAHC	Native American Heritage Commission
NHMLAC	Natural History Museum of Los Angeles County

NO_2	nitrogen dioxide
NPDES	National Pollution Discharge Elimination System
O_3	ozone
Phase I ESA	2005 Phase I Environmental Site Assessment
PM_{10}	inhalable particles with diameters that are generally 10 micrometers and smaller
$PM_{2.5}$	fine inhalable particles with diameters that are generally 2.5 micrometers and smaller
ppm	parts per million
PPV	perturbation projection vector
project	Soledad Commercial Project
RMS	root mean square
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategies
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Government
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCMC	Special Requirements and Minimum Construction
SCVWA	Santa Clarita Valley Water Agency
SDS	Safety Data Sheet
SEAs	Significant Ecological Areas
sf	square feet
SoCalGas	Southern California Gas Company
SR	State Route
SRA	source receptor area
SR-14	Antelope Valley Freeway
SWPPP	Stormwater Pollution Prevention Plan
TAC	toxic air contaminant
Tribe	Fernandeño Tataviam Band of Mission Indians
USMP/LID Report	*Urban Stormwater Mitigation Plan/Low Impact Development Report, Soledad Commercial APNs: 2844-016-012, 2844-016-009*
VdB	vibration decibels
VHFHSZ	Very High Fire Hazard Severity Zones
VMT	vehicle miles traveled
WRPs	water reclamation plants

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Chapter 1
Project Description

1.1 Project Overview

The Soledad Commercial Project (project) would involve development of a full-service refueling facility with 10 fueling stations, including four charging stations for electric vehicles, and a 1,340-square-foot (sf) car wash. The project would also include a 4,800-sf market attached to a 2,300-sf auxiliary building that could be used for an additional store or a fast-food drive-through facility. The automated drive-through car wash would be housed in a detached structure; five self-serve vacuum stalls would be provided adjacent to the car wash structure.

The 2.96-acre project site is at the southwestern corner of Soledad Canyon Road and Vista Canyon Boulevard in the City of Santa Clarita. The project site, which is currently vacant, comprises Assessor Parcel Numbers 2844-016-012 and 2844-016-009.

1.2 California Environmental Quality Act Compliance

The California Environmental Quality Act (CEQA) applies to projects that are initiated by or funded by state or local government agencies or projects that require discretionary approvals from such agencies. The proposed project constitutes a *project*, as defined by CEQA (California Public Resources Code Section 21000 *et seq.*). CEQA Guidelines Section 15367 states that a *lead agency* is the public agency that has principal responsibility for carrying out or approving a project. Therefore, for the proposed project, the City of Santa Clarita (City) is the lead agency responsible for compliance with CEQA.

As lead agency for the proposed project, the City must complete an environmental review to determine if project implementation would result in significant adverse environmental impacts. To fulfill the purpose of CEQA, an initial study has been prepared to assist in making that determination. Based on the nature and scope of the proposed project and the evaluation contained in the initial study environmental checklist (contained herein), the City, as lead agency, concluded that a mitigated negative declaration (MND) is the proper level of environmental documentation for this project. The initial study shows that impacts caused by the proposed project would either be less than significant or significant but mitigable with incorporation of appropriate mitigation measures, as defined herein. This conclusion is supported by CEQA Guidelines Section 15070, which states that an mitigated negative declaration can be prepared when "(a) the initial study shows that there is not substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment or (b) the initial study identifies potentially significant effects but (1) revisions in the project plans or proposals made by, or agreed to, by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur and (2) there is no substantial evidence, in light of the whole record before the agency, that the project, as revised, may have a significant effect on the environment."

1.3 Project Location and Surrounding Land Use

The project site, which lies near the Sierra Pelona foothills at the western end of the San Gabriel Mountains, is bordered by Soledad Canyon Road to the north and the Antelope Valley Freeway (State Route [SR]-14) to the south. To the east, is Vista Canyon Boulevard, and beyond that, a small commercial office development. North and northwest of Soledad Canyon Road are single-family detached homes and Canyon Country Park. South of SR-14 are the Santa Clara River and the Santa Clarita River Trail. The project site is within the community of Canyon County and zoned Community Commercial (CC); it has a general plan designation of Community Commercial. Figure 1 shows the project's regional location and Figure 2 depicts an aerial view of the project site.

1.4 Site Background and Existing Site Conditions

1.4.1 Project Site

The project site is irregularly shaped and generally flat. The elevation ranges from 1,482 to 1,492 feet. This undeveloped land is presently covered with relatively light surface vegetation; it contains no trees. Soils on the project site consist of sandy alluvium combined with large quantities of asphalt. On the southern boundary of the project site is a fence belonging to the California Department of Transportation (Caltrans). An offsite slope, approximately 18 feet in height, descends from SR-14 to the project site. Runoff flows from the project site drain in a westerly direction, into an 18-inch-diameter storm drain, which is owned and maintained by the Los Angeles County Flood Control District. Figure 3 displays photos from various locations on the project site.

1.5 Description of the Project

1.5.1 Project Overview

The project would involve development of a full-service refueling facility with a car wash. A market and attached auxiliary building that could be used a fast-food drive-through facility also would be provided. The main building on the project site would be the convenience store and attached store/fast-food drive-through facility. The one-story (24-foot) building would be on the eastern portion of the project site. The market would have an area of 4,800 sf, and the attached fast-food drive-through facility would have an area of 2,300 sf and an approximately 225-foot-long drive-through queuing lane with storage for up to 12 vehicles, from the drive-through entrance to the pickup window, located to the rear of the building, along the south façade. Based on the provided queuing analysis, all queuing for the drive-through facility would be accommodated onsite.

Vehicle parking would be provided for the project in 50 surface parking spaces on the project site. Located to the rear of the project site would be a bicycle rack that could accommodate two bicycles.

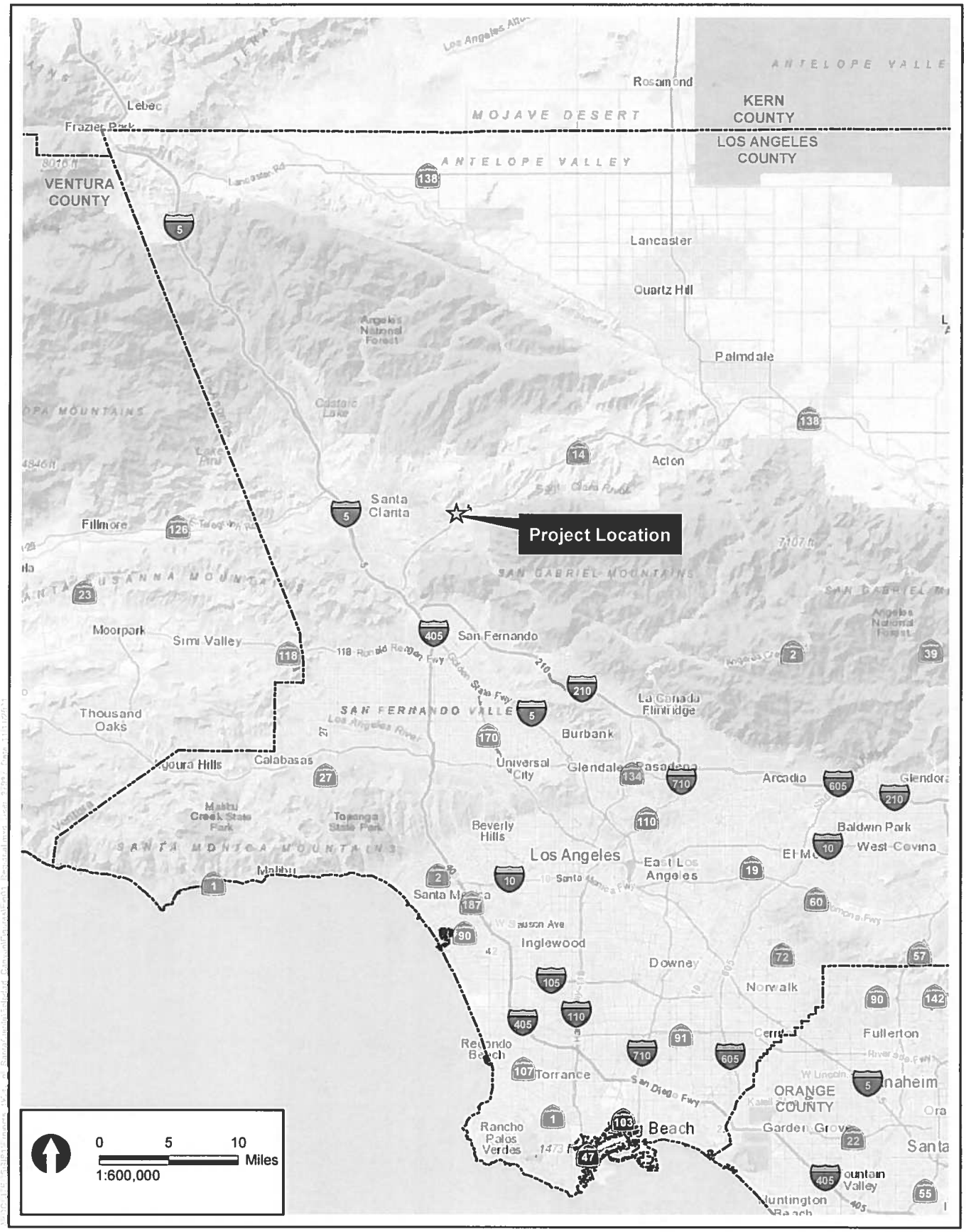

Figure 1
Regional Vicinity Map

ICF

Figure 2
Project Site and Location

Photo 1: View of project site from the southeast corner

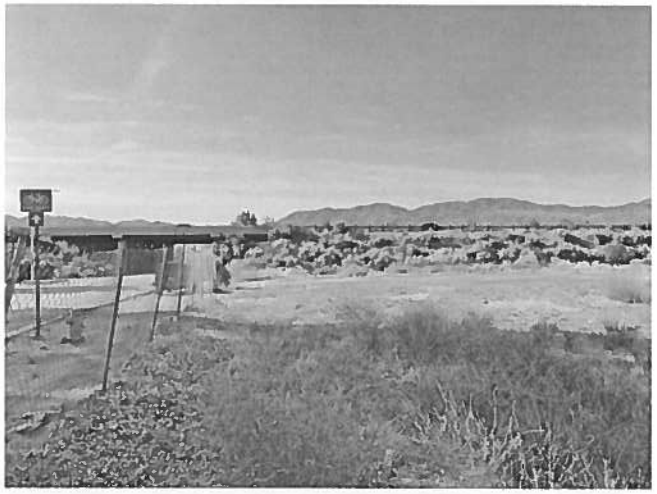

Photo 2: View of project site from the northeast corner

Photo 3: View of the project site from across the street on Soledad Canyon Road

Photo 4: View of the project site from across the street on Lost Canyon Road

ICF

Figure 3
Photographs of Project Site

West of the main building, under a 21-foot-tall canopy, would be the refueling facility with 10 fueling stations. To the rear of the refueling area would be an outside employee break area with concrete paving, picnic tables, and a small trash receptacle.

The western portion of the project site would be improved with the one-story, 1,340-sf automated drive-through car wash. The stand-alone building would include five self-serve vacuum stalls at the rear. Underground storage tanks, with a total capacity of 1,244 sf, would be located in the northern portion of the project site, near Soledad Canyon Road. A summary of project components is provided below in Table 1-1. Plans and elevations of the project are shown in Figures 4 to 8.

The project would also construct two 6-foot-tall retaining walls adjacent to the southern property line to separate the development from the Caltrans right-of-way. The project would also include 0.12 acre of land to be dedicated for a right-hand turn pocket on Soledad Canyon Road and widening of Vista Canyon Boulevard. The project would also dedicate 0.036 acre for a bus turnout area on Soledad Canyon Road.

Table 1-1. Project Component Summary

Project Component	Acreage/Square Feet
Building Area	
Market	4,800 sf
Store or fast-food facility with drive-through lane	2,300 sf
Car wash	1,340 sf
Total Built Area	**8,440 sf**
Parking Required	
Market – 1 space/250 sf	20 stalls
Fast-food facility with drive-through lane – 1 space/100 sf	23 stalls
Fueling	5 stalls
Total Parking Required	**48 stalls**
Parking Provided	
Standard stalls	43 stalls
ADA parking	2 stalls
Electric-vehicle parking	3 stalls
ADA electric-vehicle parking	1 stall
Loading stalls	1 stall
Total Parking Provided	**50 stalls**
Maximum floor area ratio	0.75
Maximum building height	35 ft
Setbacks	
Front yard	10 ft
Side yard	10 ft
Rear yard	10 ft
Site Area	**2.919 acres/127,135 sf**

ADA = Americans with Disabilities Act; ft = feet; sf = square feet

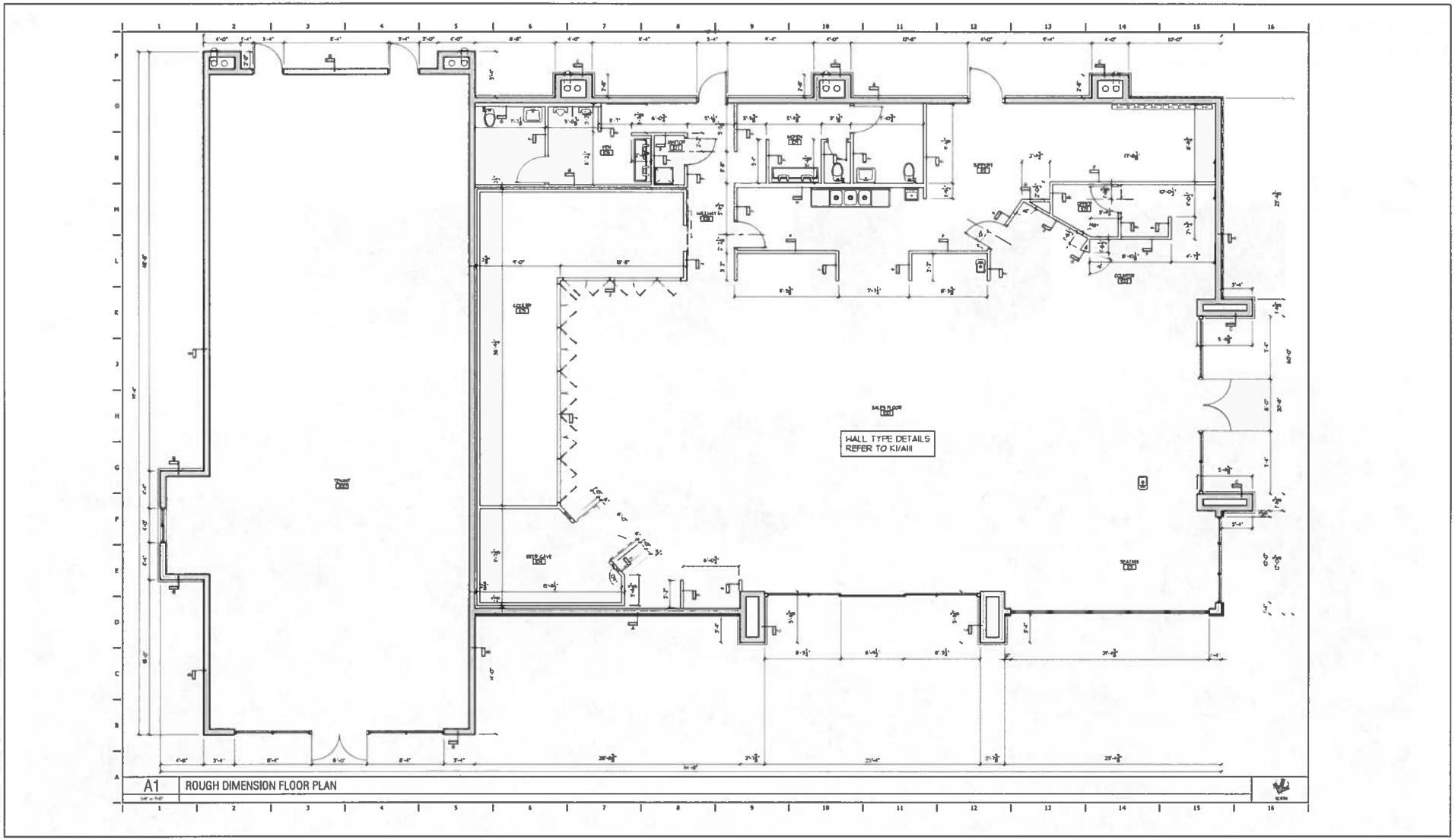

Figure 4
Floor Plan

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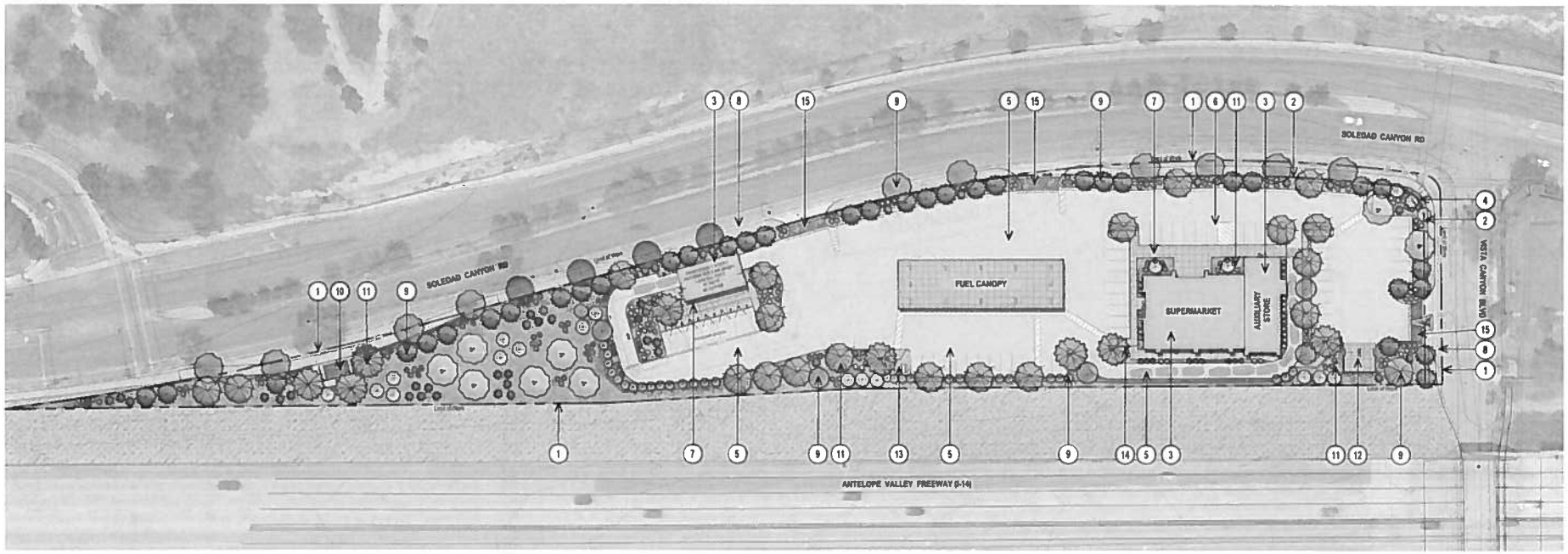

LEGEND

1. Existing Property Line, per Civil Engineer
2. Proposed R O W per Civil Engineer
3. Proposed Building, per Architect
4. Entry monument wall
5. Parking lot and drive lane, per Civil Engineer
6. ADA parking stall, per Civil Engineer
7. Concrete paving, per Architect
8. Street & curb, per Civil Engineer
9. Proposed tree / specimen shrub, per Planting Plan (Sheet L 2)
10. Bus stop, per civil plans
11. Proposed Building landscape area, future Construction Documents submittal to include additional vines, shrubs and groundcover sizes & locations
12. Proposed trash enclosure, per Civil Engineer Plans
13. Employee break area with concrete paving, picnic tables and trash receptacle
14. Bike rack (1 bike parking stall to accommodate 2 bikes)
15. Enhanced stamped paving (colored, textured, and permeable) at vehicular entryways


Prunus Bright 'N Tight


Agave


California Sycamore


Forest Pansy Redbud


Crape Myrtle

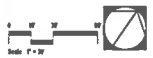

Figure 5
Conceptual Landscape Plan

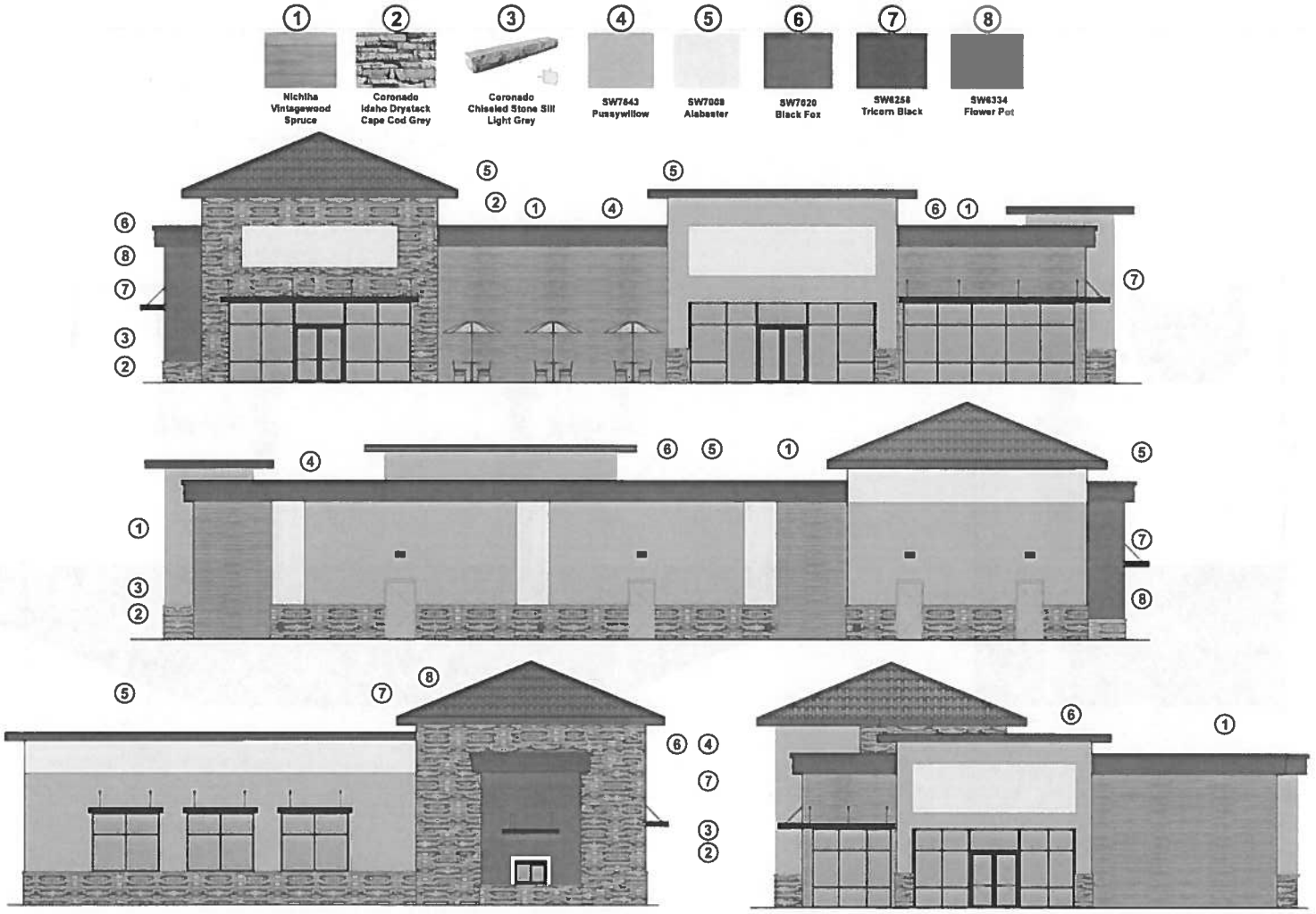

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Figure 6
Store Elevations

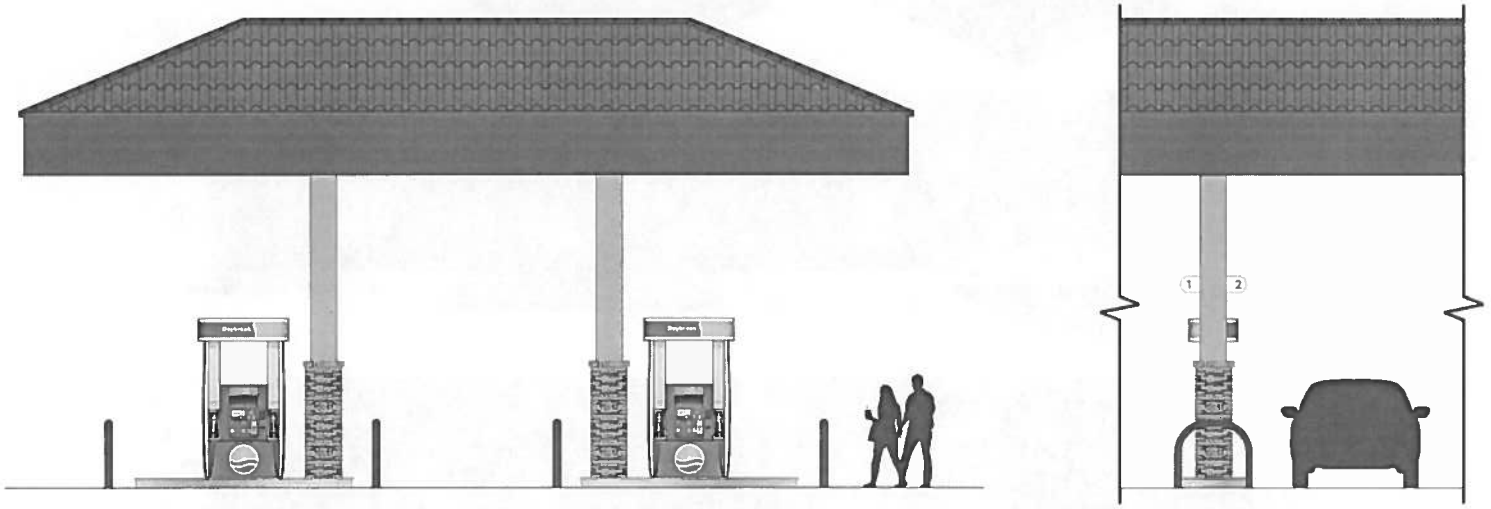

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Figure 7
Canopy Elevations

ICF

Figure 8
Car Wash Elevations

Landscaping and Design

A substantial amount of landscaping would be incorporated within the project site. The project would incorporate native and drought-tolerant tree and plant species to create a natural and attractive environment. The landscaping would be varied in texture and scale to soften the buildings and surface parking areas. Landscaping would include native trees, vines, shrubs, and groundcover.

The project would provide 137 trees, including coast live oak, Chinese elm, California sycamore, crape myrtle, and cherry laurel, among others. Ten trees would be planted on the street along Soledad Canyon Road and Vista Canyon Boulevard. The project would also include 253 landscaping specimens/native shrubs, including dwarf century plants, western redbuds, and coast rosemary. The trees and landscaping would be planted on the perimeter of the project site; they would also border the buildings and parking areas, trash receptacles, and aboveground utilities, as permitted by the City Municipal Code. A substantial amount of landscaping would be along the western edge of the project site, where it narrows near a proposed bus stop. The irrigation system would be designed, installed, operated, and maintained in conformance with the state Water-Efficient Landscape Ordinance to minimize water use.

The project site is in the community of Canyon Country, California. The project would follow the Santa Clarita Community Character and Design Guidelines regarding site design and architectural standards. The architectural style of the project, Rustic Californian, would include a number of design elements to blend with the surrounding natural environment and built environment. Building materials would high quality, durable, and natural-appearing. The project buildings would have a natural wood finish and grey stone accents. Large storefront windows and seating areas with umbrellas and landscaping would be provided in front of the main building. All roof-mounted vents and equipment, as well as trash receptacles, would be screened from public view and would not be visible from public rights-of-way.

All lighting associated with the project, including signage, would be directed downward and shielded from streets and adjoining properties. Lighting would be integrated within the architecture of the building. Enhanced stamped paving (e.g., colored, textured, permeable) would be installed at each vehicular entryway.

Access and Circulation

Vehicle access to the project site would be from three project driveways (i.e., two new driveways on Soledad Canyon Road and one new driveway on Vista Canyon Boulevard). Each of the three driveways would restrict drivers to a right turn in/right turn out. For the fast-food facility, the project would provide an approximately 225-foot-long drive-through queuing lane with storage for up to 12 vehicles, from the drive-through entrance to the pickup window. The intersection of Soledad Canyon Road and Vista Canyon Boulevard would be modified to allow eastbound -U-turn movement. For the project driveway along Vista Canyon Boulevard, an exclusive southbound right-turn lane into the project-driveway would be provided.

A new bus stop would be constructed on the project site along Soledad Canyon Road. The bus stop would include a permanent stylized shelter with a bench, a trash receptacle, and lighting.

Utilities and Other Improvements

Drainage and Water Quality

The project would require construction of new drainage and water quality features. After completion of the project, all runoff from the site would be captured in area drains and routed through an underground storm drain system. That system would tie in to an 18-inch storm drain on Soledad Canyon Road that is owned and maintained by the Los Angeles County Flood Control District. Before discharging into the system, the first-flush runoff would be treated in an underground infiltration chamber in the western portion of the project site.

Water Service/Recycled Water

Potable water demand would be met by the Santa Clarita Valley Water Agency (SCVWA). The project would connect to an existing 8-inch water line in Vista Canyon Boulevard.

Wastewater

The Santa Clarita Valley Sanitation District (District) would provide wastewater services at the project site. However, a portion of the project area is outside the jurisdictional boundary of the District and, therefore, would require annexation into the District before service could be provided to the proposed development. Wastewater flows originating at the project site would discharge to a local sewer line, which is not maintained by the District, for conveyance to the District's Soledad Canyon Trunk Sewer Section 5, in Soledad Canyon Road.

Dry Utilities

Electric, natural gas, and telecommunication infrastructure would be installed to serve the project site. Natural gas would be provided by the Southern California Gas Company (SoCalGas), which has facilities in the area. Electrical services would be provided by Southern California Edison (SCE). The project site is within the phone/internet service area of AT&T; Charter is the cable provider.

Sustainability Features

Energy-saving features and sustainable designs would be incorporated throughout the project. The project would be designed to meet the requirements of the California Building Code (CBC), which incorporates the California Green Building Standards Code (CALGreen Code) and Title 24 Building Standards Code. In doing so, the project would include features that would enhance sustainability, including features related to energy efficiency, water efficiency, material conservation, and resource efficiency.

The project would incorporate the sustainability features outlined below.

Water Conservation

- High-efficiency irrigation
- Native/drought-resistant landscaping
- "Smart" irrigation technology to reduce water use (smart irrigation systems rely on weather, climate, and soil information to adjust the frequency of watering)

- Low-flow faucets
- Low-flow toilets
- High-efficiency dishwashers

Energy Conservation and Efficiency

- High-efficiency heating, ventilation, and air-conditioning equipment.
- Design that meets or exceeds the CALGreen Code

Transportation

- Four onsite charging stations for electric vehicles
- Onsite bicycle racks for employees and visitors
- Accessibility to public transportation options

Solid Waste

- Trash collection that facilitates separation of organic, recyclable, and nonrecyclable trash streams.
- Per the CALGreen Code, 100 percent of trees, stumps, and associated vegetation, as well as rocks and soil, resulting primarily from land clearing, would be reused or recycled.

Water Quality

- Implementation of best management practices (BMPs) and project design features to minimize pollutant runoff during construction and operation.

1.6 Construction of the Project

The project is expected begin construction in early 2022 and last 6 months; project operations would commence in late 2022. Construction activities would include the following primary construction phases: (1) Site Preparation, Grading, and Foundations; and (2) Structural Building, Finishing, and Paving. Grading/foundation preparation would take approximately 1 month. Building construction would take approximately 5 months and include constructing the proposed structures, connecting the utilities, laying irrigation systems for landscaping, applying architectural coatings, and landscaping the site.

Approximately 4,000 cubic yards (cy) of cut, 4,000 cy of fill, and 16,000 cy of over-excavation would be moved. No soil import or export would be needed because earthwork activities would be balanced onsite. Approximately 109,117 sf (2.51 acres) would be graded. The maximum depth of excavation would be 8 feet. Construction hours would be from 7:00 a.m. to 7:00 p.m. Monday through Friday, and between 8:00 a.m. to 6:00 p.m. on Saturdays. The project site would be fenced during construction for security purposes, with gate-controlled access.

1.7 Project Approvals

1.7.1 Discretionary Approvals

The City is the lead agency for the project under CEQA and has primary authority over the project's discretionary approvals. Approvals required for development of the project may include, but are not limited to, the following:

- Development Review Permit approval, which is required for all new development and construction projects
- Architectural Design Review and Development Review approval, which are required for all new development and construction projects
- Minor Use Permit approval, which is required for all new fast food drive-through and automated self-service car wash uses in the Community Commercial (CC) zone
- Adoption of the mitigated negative declaration
- Construction permits, including building, grading, excavation, foundation, temporary street closure, and associated permits
- Other discretionary and ministerial permits and approvals that may be deemed necessary

Chapter 2
Environmental Checklist

2.1 Environmental Factors Potentially Affected

The environmental factors checked below would potentially be affected by this project (i.e., the project would involve at least one impact that is a *Potentially Significant Impact*), as indicated by the checklist on the following pages.

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

2.2 Determination

On the basis of this initial evaluation:

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

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to 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 an impact on the environment that is "potentially significant" or "potentially significant unless mitigated" 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 ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the project, nothing further is required.

Signature	Date
Printed Name	For

2.3 Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except *No Impact* answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A *No Impact* answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A *No Impact* answer should be explained if it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. *Potentially Significant Impact* is appropriate if there is substantial evidence that an effect may be significant. If there are one or more *Potentially Significant Impact* entries when the determination is made, an environmental impact report (EIR) is required.
4. *Negative Declaration: Less than Significant with Mitigation Incorporated* applies when the incorporation of mitigation measures has reduced an effect from a *Potentially Significant Impact* to a *Less-than-Significant Impact.* The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less-than-significant level. (Mitigation measures from *Earlier Analyses*, as described in #5 below, may be cross-referenced.)
5. Earlier analyses may be used if, pursuant to tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:
   a. **Earlier Analysis Used**. Identify and state where earlier analyses are available for review.
   b. **Impacts Adequately Addressed**. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c. **Mitigation Measures**. For effects that are *Less than Significant with Mitigation Incorporated*, describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, when appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting information sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
   a. The significance criteria or threshold, if any, used to evaluate each question; and
   b. The mitigation measure identified, if any, to reduce the impact to a less-than-significant level.

I. Aesthetics

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:					
a.	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d.	Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	☐	☒	☐

Discussion

a. Have a substantial adverse effect on a scenic vista?

Less-than-Significant Impact. The City of Santa Clarita lies within southern California's Santa Clarita Valley, which is bounded by the San Gabriel Mountains to the south and east, the Santa Susana Mountains to the southwest, the Sierra Pelona Mountains to the north, and the mountains of the Angeles National Forest to the northeast. Other scenic resources within or visible within the City include the Santa Clara River corridor, forested/vegetated land, and a variety of canyons and natural drainages in portions of the City. The closest scenic resource to the project site is the Santa Clara River, which is approximately 140 feet south of the project site and visually and physically separated from the project site by the SR-14 freeway, freeway ramps, and sound walls that are a higher elevation than the project site.

Currently, limited northerly views of the Sierra Pelona Mountains and southerly views of the San Gabriel Mountains are available from public vantage points near the project site, such as along Soledad Canyon Road, SR-14, and Vista Canyon Boulevard near the project site. However, due to a steep slope north of the project site and intervening development, northerly views from the project site and immediate area of the Sierra Pelona Mountains and Angeles National Forest are partially obscured. Public views of the Santa Clara River to the south are generally not available from the project site or nearby public roads due to the elevated SR-14 freeway and associated infrastructure. Southerly views of higher features and ridgelines of the San Gabriel and Santa Susana Mountains are visible, but full panoramic views are not available due to intervening development and SR-14. The

mass and height of the project, which includes a refueling facility under a 21-foot-tall canopy, with a car wash, and one-story market and attached auxiliary building would be low enough in height as to not obscure partial views of the surrounding mountains from various public vantage points north and south of the project site. The fueling canopy would be open on all sides and allow visual transparency to any surrounding views. Therefore, the project would not significantly obstruct any views of scenic vistas. Impacts would be less than significant.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?

No Impact. The closest roadway identified by the Caltrans State Scenic Highway program is I-5), which is designated as an Eligible State Scenic Highway (Caltrans California State Scenic Highway System Ma, 2021). This designated eligible segment of I-5 extends from the I-210 interchange to the SR 126/Newhall Ranch Road interchange. The project site is more than 7 miles east of I-5 and is not visible from the freeway. Therefore, the project would have no impact on scenic resources within a State scenic highway.

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?

No Impact. The project area is within an urbanized area. To the east is Vista Canyon Boulevard and, beyond that, a small commercial office development. North and northwest of Soledad Canyon Road are single-family detached homes and Canyon Country Park. South of SR-14 are the Santa Clara River and the Santa Clarita River Trail. The project site is within the community of Canyon County and zoned CC; it has a general plan designation of CC. The project site is undeveloped, but has been previously disturbed. The project development is consistent with the underlying zoning and general plan designation.

The project would be in compliance with all applicable development standards pursuant to the City's Municipal Code, including Chapter 17.51.030 of the Zoning Code, governing landscaping requirements. The project site is in the community of Canyon Country. The project would follow the Santa Clarita Community Character and Design Guidelines regarding site design and architectural standards. The architectural style of the project, Rustic Californian, would include a number of design elements to blend with the surrounding natural environment, as well as the built environment. Building materials would be of a high quality, durable, and natural appearing. The project buildings would have a natural wood finish and grey stone accents. Large storefront windows and seating areas with umbrellas and landscaping would be provided in front of the main building. All roof-mounted vents and equipment, as well as trash receptacles, would be screened from public view and would not be visible from public rights-of-way. A substantial amount of landscaping would be incorporated within the project site. The project would incorporate native and drought-tolerant tree and plant species to create a natural and attractive environment. The landscaping would be varied in texture and scale to soften the buildings and surface parking areas. Landscaping would include native trees, vines, shrubs, and groundcover.

As such, the project would not conflict with applicable zoning and other regulations governing scenic quality, and no impact would occur.

d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

Less-than-Significant Impact. The project is within an urban area near SR-14 with moderate levels of ambient lighting, including street lighting, vehicle headlights, nearby architectural and security lighting, and indoor building illumination. The Santa Clarita Municipal Code limits construction hours for projects within 300 feet of residential uses to 7:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday. Because the project area is within 300 feet of residential uses, this policy would apply to the project.

Construction would occur primarily during daylight hours, and construction lighting would only be used for the duration needed if construction were to occur in the evening hours during the winter season when daylight is no longer sufficient. Furthermore, CBC Section 17.51.050 – Special Requirements and Minimum Construction (SCMC) would require all outdoor lighting to be shielded and facing down in order to minimize or eliminate light trespass onto neighboring properties. It should be noted that residential development to the north of the project site is above the project site on steep slope and not directly adjacent to the project site. Therefore, construction activities would not result in a new source of substantial light that would adversely affect day or nighttime views in the area. Daytime glare could potentially occur during construction activities if reflective construction materials were positioned in highly visible locations, where the reflection of sunlight could occur. However, any glare would be highly transitory and short term, given the movement of construction equipment and materials within the construction area and the temporary nature of construction activities. In addition, large, reflective surfaces that are generally required to generate substantial glare are typically not an element of construction activities. Therefore, the potential for daytime glare associated with construction activities to occur would be minimal.

As the project site is currently vacant, operation of the project would increase the ambient lighting conditions of the project area. Artificial light would emanate from the inside of the market, drive-through, car wash buildings and the outside fuel pump area, surface parking area and entrance, and internal circulation areas would be lit for safety and security. In accordance with SCMC Section 17.51.050 and the Santa Clarita Community Character and Design Guidelines, the proposed outdoor light sources would be shielded and facing down in order to minimize or eliminate light trespass onto neighboring properties. Additionally, the project site's perimeter including the Soledad Canyon Road frontage would be partially lined with shade trees, which would further screen any project-related lighting from residential land uses to the north. Thus, the increased activity and light that would be generated by the project would not detract from daytime or nighttime views. Compliance with the City's outdoor lighting restrictions, and incorporation of nonreflective building materials would ensure that significant light and glare impacts would not occur.

Mitigation Measures

No mitigation measures are required.

Project Design Features

No project design features are included.

II. Agricultural and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts on 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 the Forest Protocols adopted by the California Air Resources Board. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment that, 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?	☐	☐	☐	☒

Discussion

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?

No Impact. The project site is not located on designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, pursuant to the Farmland Mapping and Monitoring Program (FMMP 2018). As indicated in the California Important Farmland Finder by the California Department of Conservation, the project site is located on land designated as *Other Land*, which commonly describes vacant and nonagricultural land surrounded on all sides by urban development. Land surrounding the project site is categorized as *Urban and Built-Up Land*. Therefore, the project would not convert Farmland to non-agricultural uses, and no impact would occur.

b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?

No Impact. The project site has a General Plan and zoning designation of Community Commercial (CC). The general plan designation of CC includes retail and offices providing goods and services to the general public and wholesale and service uses provided to businesses. As such, the project site is not zoned for agricultural use. The project would be consistent with the underlying zoning and general plan land use designation. Development of the project would not, therefore, conflict with existing zoning for agricultural use. The project site is not under a Williamson Act contract (California Department of Conservation 2016). As such, the project would not conflict with existing zoning for agricultural uses or a Williamson Act contract, and no impact would occur.

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))?

No Impact. A described in Section 2.3(II)(b), the project site has a general plan and zoning designation of CC. As such, the project site is not within areas zoned for forest land, timberland, or Timberland Production. The project site is within an urban area, and there are no areas zoned for agricultural or forest land uses within the vicinity of the project site. Therefore, the project would not conflict with existing zoning or cause the rezoning of forest land, timberland, or Timberland Production land, and no impact would occur.

d. Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. As characterized above, no forest land is within the project site or in the vicinity of the project site. No forest land would be converted or otherwise affected by the proposed project, and no impact would occur.

e. Involve other changes in the existing environment that, 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?

No Impact. As characterized above, no farmland or forest land is on the project site or within the vicinity of the project site, because the area is urbanized and developed with commercial,

residential, and public facilities uses. No farmland or forest land would be converted or otherwise affected by the proposed project, and no impact would occur.

Mitigation Measures

No mitigation measures are required.

Project Design Features

No project design features are included.

III. Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
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?	☐	☐	☒	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Discussion

The affected environment established for the project is defined as the geographic area where the project and project construction would occur. The project site, which lies near the Sierra Pelona foothills at the western end of the San Gabriel Mountains, is bordered by Soledad Canyon Road to the north and SR-14 to the south. Emissions resulting from the construction and operations of the project could impact air quality regionally, with emissions occurring onsite and offsite, as well as locally from emissions occurring onsite. The following discussion is based the *Air Quality Technical Report for the Soledad Commercial Project*, prepared by Pomeroy Environmental Services (2021a) (Appendix A).

a. Conflict with or obstruct implementation of the applicable air quality plan?

Less-than-Significant Impact. The South Coast Air Quality Management District (SCAQMD) is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources to meet federal and state ambient air quality standards. It has responded to this requirement by preparing a series of Air Quality Management Plans (AQMPs). The most recent of these was adopted by the Governing Board of SCAQMD on March 3, 2017. This AQMP, referred to as the 2016 AQMP, was prepared to comply with the federal and state Clean Air Acts and amendments, accommodate growth, reduce the high levels of pollutants in the South Coast Air Basin (SCAB), meet federal and state air quality standards, and minimize the fiscal impact of pollution control measures on the local economy. The 2016 AQMP identifies the control measures that will be implemented over a 20-year horizon to reduce major sources of pollutants. Implementation of control measures established in the previous AQMPs has substantially decreased the population's exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the

Basin. The SCAQMD has adopted criteria for consistency with regional plans and the regional AQMP in its CEQA Air Quality Handbook. Specifically, the indicators of consistency are: 1) whether the project would increase the frequency or severity of existing air quality violations or cause or contribute to new air quality violations; and 2) whether the project would exceed the assumptions utilized in preparing the AQMP.

The analysis evaluated the two criteria for consistency with regional plans and the regional AQMP adopted by the SCAQMD:

- Will the project increase the frequency or severity of existing air quality violations or cause or contribute to new air quality violations?
- Will the project exceed the assumptions utilized in preparing the AQMP?

With respect to the first criterion, area air quality planning, including the AQMP, assumes that there would be emissions from new growth, but that such emissions may not impede the attainment and may actually contribute to the attainment of applicable air quality standards within the Basin. The project would not result in construction air quality emissions that exceed SCAQMD thresholds of significance. Construction-related emissions would be temporary in nature, lasting only for the duration of the construction period, and would not have a long-term impact on the region's ability to meet state and federal air quality standards. Furthermore, the project would be required to comply with applicable SCAQMD rules and regulations for new or modified sources. For example, the project must comply with SCAQMD Rules 403, 461, and 113. By meeting SCAQMD rules and regulations, project construction activities would be consistent with the goals and objectives of the AQMP to improve air quality in the Basin. Additionally, the project would not result in operational air quality emissions that exceed SCAQMD thresholds of significance. Moreover, the thresholds of significance developed by SCAQMD are not sensitive to property or project size or the type of use proposed by a project. And, as discussed in more detail below, projects, land uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not necessarily jeopardize attainment of the air quality levels identified in the AQMP if they exceed SCAQMD's recommended daily emissions thresholds.

With respect to the second criterion, the AQMP was prepared to achieve national and state air pollution standards within the region. A project that is considered to be consistent with the AQMP would not interfere with attainment of AQMP goals because the growth from the project is included in the regional projections used to formulate the AQMP. Therefore, projects, land uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP (i.e., the Regional Transportation Plan/Sustainable Communities Strategies [RTP/SCS]) would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed SCAQMD's project-level daily emissions thresholds. The project is a retail/commercial development that would not increase the City's population and housing. As such, no substantial growth is expected to occur that would exceed the assumptions utilized in preparing the AQMP. It is anticipated that employees of the project would consist of existing residents in the local area and would not result in a high percentage of employees relocating to the City. Moreover, the project would increase employment opportunities which would improve the City's jobs/housing balance. As such, the project would not have the potential to conflict with regional growth projections identified in Southern California Association of Government's (SCAG) RTP/SCS and the AQMP.

Additionally, local jurisdictions, including the City, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. Specifically, the City is

responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City has accomplished this through identifying goals, objectives, and policies in the *Conservation and Open Space Element* in its 2011 General Plan (City of Santa Clarita 2011b). The project would be consistent with the City's General Plan, and these impacts would be less than significant.

Based on the discussion above, the project's impacts with respect to regional plans and AQMP consistency would be less than significant.

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard?

Less-than-Significant Impact. The SCAB is designated as nonattainment of the California Ambient Air Quality Standards and National Ambient Air Quality Standards for ozone (O_3), inhalable particles with diameters that are generally 10 micrometers and smaller (PM_{10}), and fine inhalable particles with diameters that are generally 2.5 micrometers and smaller ($PM_{2.5}$). Therefore, an ongoing regional cumulative impact is associated with these air pollutants. Taking into account the existing environmental conditions, SCAQMD issued guidance that an individual project can emit allowable quantities of these pollutants on a regional scale without significantly contributing to the cumulative impacts.

Construction

Construction activities associated with site preparation, grading, and building construction would generate pollutant emissions. Specifically, these construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. These construction emissions were compared to the thresholds established by SCAQMD.

For purposes of this analysis, it is estimated that the project would be constructed in approximately 6 months, with construction beginning in early 2022 and project operations commencing by 2022. Although construction may begin at a later date and/or take place over a longer period, the assumption of a 6-month construction period would assume the fastest build-out potential resulting in a worst-case daily impact scenario for purposes of this analysis. This analysis assumes construction would be undertaken with the following primary construction phases: (1) Site Preparation, Grading, and Foundations; and (2) Structural Building, Finishing and Paving. Each primary construction phase is detailed further below.

Site preparation, grading, and foundation preparation activities would occur for approximately 1 month and would involve the cut and fill of land to ensure the proper base and slope for the entire site, including building pads and foundations. This analysis assumes approximately 4,000 cy of cut, 4,000 cy of fill, and 16,000 cy of over-excavation for a total of 20,000 cy disturbed. No soil import or export would be needed as all earthwork activities would be balanced onsite. This analysis assumes daily site preparation, grading, and foundation preparation activities would require the following equipment: one rubber-tired dozer, one grader, and three tractors/loaders/backhoes.

In total, structural building, finishing, and paving activities are expected to occur for approximately 5 months. Upon completion of the building shells, finishing (i.e., coatings) and paving of parking areas and driveways would follow. It is estimated that architectural coatings and paving/striping of roadways and parking lots would occur over the final month of this phase. This analysis assumes that the maximum daily construction building activities would require the following equipment: one

crane, three welders, two forklifts, one generator set, one tractor/loader/backhoe, one air compressor, one paver, one cement and mortar mixer, two rollers, and one piece of paving equipment.

The analysis of regional daily construction emissions has been prepared using the California Emissions Estimator Model (CalEEMod 2020.4.0) recommended by SCAQMD. Table 2-1 identifies daily emissions that are estimated to occur on the peak construction day for each of the construction phases, although construction time frames and day-to-day construction activities may vary. These calculations assume that appropriate dust control measures would be implemented as part of the project during each phase of development, as specified by SCAQMD Rule 403 (Fugitive Dust). Rule 403 control requirements include, but are not limited to applying water in sufficient quantities to prevent the generation of visible dust plumes (two times per day); applying soil binders to uncovered areas; reestablishing ground cover as quickly as possible; utilizing a wheel-washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site; and maintaining effective cover over exposed areas. In addition, these calculations assume construction activities would be consistent with SCAQMD Rule 1113 (Architectural Coatings), which regulates the amount of volatile organic compounds per liter of coating.

Table 2-1: Estimated Peak Daily Construction Emissions

	Emissions in Pounds per Day					
Emissions Source	**ROG**	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Site Preparation/Grading/Foundations Phase						
Fugitive Dust	–	–	–	–	2.78	1.50
Off-Road Diesel Equipment	1.68	18.45	11.18	0.02	0.82	0.76
Worker Trips	0.05	0.04	0.47	0.01	0.15	0.04
Total Emissions	***1.73***	***18.49***	***11.65***	***0.03***	***3.75***	***2.30***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**
Building Construction Phase						
Building Construction Off-Road Diesel Equipment	1.86	14.60	14.35	0.03	0.70	0.67
Building Construction Vendor Trips	0.01	0.26	0.09	0.01	0.03	0.01
Building Construction Worker Trips	0.04	0.03	0.40	0.01	0.12	0.03
Architectural Coatings	1.90	–	–	–	–	–
Architectural Coating Off-Road Diesel Equipment	0.20	1.41	1.81	0.01	0.08	0.08
Architectural Coatings Worker Trips	0.01	0.01	0.07	0.01	0.02	0.01
Paving Off-Road Diesel Equipment	0.78	7.66	9.50	0.01	0.40	0.37
Paving Off-Gas	0.05	–	–	–	–	–
Paving Worker Trips	0.05	0.04	0.47	0.01	0.15	0.04
Total Emissions	***4.85***	***24.01***	***26.69***	***0.09***	***1.50***	***1.21***
SCAQMD Thresholds	75.00	100.00	550.00	150.00	150.00	55.00
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust.
Modeling data provided in Appendix A.

CO = carbon monoxide; NO_x = nitrous oxide; PM_{10} = inhalable particles with diameters that are generally 10 micrometers and smaller; $PM_{2.5}$ = fine inhalable particles with diameters that are generally 2.5 micrometers and smaller; ROG = reactive organic compounds; SCAQMD = South Coast Air Quality Management District; SO_x = sulfur oxides

As shown in Table 2-1, the peak daily emissions generated during the construction of the project would not exceed any of the regional emission thresholds recommended by SCAQMD. Therefore, construction related regional air quality impacts would be less than significant.

Operations

Operational emissions associated with the project were also calculated using CalEEMod 2020.4.0 and the information provided in the traffic study prepared for the project. Operational emissions associated with the project would comprise mobile source emissions, energy demand, and other area source emissions. Mobile source emissions are generated by the increase in motor vehicle trips to and from the project site associated with operation of the project. Area source emissions are generated by natural gas consumption for space and water heating, landscape maintenance equipment, application of architectural coatings, and consumer products. Table 2-2 shows the project's maximum daily operational emissions.

Table 2-2: Maximum Daily Operational Emissions

	Emissions in Pounds per Day					
Emissions Source	**ROG**	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Summertime (Smog Season) Emissions						
Area Sources	0.19	<0.01	0.00	<0.01	<0.01	<0.01
Energy Demand	0.02	0.14	0.12	<0.01	0.01	0.01
Mobile (Motor Vehicles)	4.34	3.53	30.58	0.05	5.21	1.42
Total Project Emissions	**4.56**	**3.67**	**30.71**	**0.05**	**5.22**	**1.43**
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Potentially Significant Impact?	No	No	No	No	No	No
Wintertime (Non-Smog Season) Emissions						
Area Sources	0.19	<0.01	0.00	<0.01	<0.01	<0.01
Energy Demand	0.02	0.15	0.12	<0.01	0.01	0.01
Mobile (Motor Vehicles)	4.23	3.80	31.12	0.05	5.21	1.42
Total Project Emissions	**4.43**	**3.95**	**31.25**	**0.05**	**5.22**	**1.43**
SCAQMD Thresholds	55.00	55.00	550.00	150.00	150.00	55.00
Potentially Significant Impact?	No	No	No	No	No	No

Notes: Column totals may not add due to rounding.
Modeling data provided in Appendix A.
CO = carbon monoxide; NO_x = nitrous oxide; PM_{10} = inhalable particles with diameters that are generally 10 micrometers and smaller; $PM_{2.5}$ = fine inhalable particles with diameters that are generally 2.5 micrometers and smaller; ROG = reactive organic compounds; SCAQMD = South Coast Air Quality Management District; SO_x = sulfur oxides

As shown in Table 2-2, the operational emissions generated by the project would not exceed the regional thresholds of significance set by SCAQMD. Therefore, impacts associated with regional operational emissions from the project would be less than significant.

c. Expose sensitive receptors to substantial pollutant concentrations?

Less-than-Significant Impact. SCAQMD currently recommends that impacts to sensitive receptors be considered significant when a project generates localized pollutant concentrations of nitrogen dioxide (NO_2), CO, PM_{10}, or $PM_{2.5}$ at sensitive receptors near a project site that exceed the localized pollutant concentration thresholds listed above or when a project's traffic causes CO concentrations at sensitive receptors near congested intersections to exceed the national or state ambient air quality standards. The roadway CO thresholds would also apply to the contribution of emissions associated with cumulative development. Additionally, SCAQMD recommends impacts on sensitive receptors be considered significant if a project exceeds the toxic air contaminant (TAC) thresholds.

Construction

SCAQMD has developed localized significance thresholds (LST) for construction areas that are 1, 2, and 5 acres in size to simplify the evaluation of localized emissions. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the applicable federal or state ambient air quality standard. LSTs are provided for each source receptor area (SRA) and various distances from the source of emissions. As described previously, the nearest air quality sensitive receptors to the project site include Canyon Country Park (approximately 200 feet to the north, measured at the nearest point), and residences to the north (approximately 300 feet to the north, measured at the nearest point).

In the case of this analysis, the project site is within SRA 13 (Santa Clarita Valley), with receptors within 25 meters. The closest receptor distance in SCAQMD's mass rate look-up tables is 25 meters. Projects that are closer than 25 meters to the nearest receptor are directed to use the LSTs for receptors within 25 meters. The CalEEMod User's Guide (Appendix A: Calculation Details for CalEEMod) states the applicable LST should be based on the equipment list for each construction phase and calculated according to the anticipated maximum number of acres a given piece of equipment can pass over in an 8-hour workday.

Based on the project's construction assumptions outlined previously, approximately 2.5 acres per day would be disturbed during the site preparation/grading/foundations phase. The LSTs for a 2.5-acre site in SRA 13 with sensitive receptors within 25 meters were calculated per SCAQMD Linear Regression Methodology and utilized for the site preparation/grading/foundations phase. With respect to building construction, architectural coatings, and paving activities, the LSTs for a 2.96-acre site in SRA 13 with sensitive receptors within 25 meters were calculated per SCAQMD Linear Regression Methodology. As shown in Table 2-3, the project would not exceed any of the identified localized thresholds of significance during construction, and these impacts would be less than significant.

Table 2-3. Localized On-Site Peak Daily Construction Emissions

Construction Phase[a]	Total On-Site Emissions (Pounds Per Day)			
	NO_x[b]	CO	PM_{10}	$PM_{2.5}$
Site Preparation/Grading/Foundations	*18.45*	*11.18*	*3.60*	*2.26*
SCAQMD Localized Thresholds	*169.04*	*993.38*	*7.00*	*4.21*
Significant Impact?	No	No	No	No
Building Construction Emissions[c]	*23.67*	*25.66*	*1.18*	*1.12*
SCAQMD Localized Thresholds	*183.65*	*1,113.76*	*7.92*	*4.55*
Significant Impact?	No	No	No	No

Note: Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust.
[a] Based on the project's construction assumptions outlined previously, the applicable LST for site preparation/grading is 2.5 acres, and building construction is 2.96 acres. The localized thresholds for each phase are based on a receptor distance of 25 meters (82 feet) in SCAQMD's SRA 13. Where necessary, LST calculated per SCAQMD Linear Regression Methodology.
[b] The localized thresholds listed for NO_x in this table takes into consideration the gradual conversion of NO_x to NO_2, and are provided in the mass rate look-up tables in the Final Localized Significance Threshold Methodology document prepared by SCAQMD. The analysis of localized air quality impacts associated with NO_x emissions is focused on NO_2 levels because they are associated with adverse health effects.
[c] The building construction emission total includes architectural coating and paving emissions.
Modeling data provided in Appendix A.
CO = carbon monoxide; NO_x = nitrous oxide; PM_{10} = inhalable particles with diameters that are generally 10 micrometers and smaller; $PM_{2.5}$ = fine inhalable particles with diameters that are generally 2.5 micrometers and smaller; SCAQMD = South Coast Air Quality Management District; SO_x = sulfur oxides

Operations

As discussed previously, because the LST methodology is applicable to projects where emission sources occupy a fixed location, LST methodology would typically not apply to the operational phase of a retail/commercial project because emissions for these projects are primarily generated by mobile sources traveling on local roadways over generally large distances or areas. LSTs would apply to the operational phase of a project if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site. For example, the LST methodology applies to operational projects, such as warehouse/transfer facilities. Because the project would not include warehouse or transfer facilities, an operational analysis against the LST methodology is not directly applicable to the project.

Nevertheless, Table 2-4 has been included to illustrate the potential onsite emissions during project operation. As shown in Table 2-4, the project would not exceed any of the identified localized thresholds of significance during project operation, and these impacts would be less than significant.

Table 2-4. Localized On-Site Operational Emissions

Emissions Source	Total On-Site Emissions (Pounds Per Day)			
	NO_x [b]	CO	PM_{10}	$PM_{2.5}$
Area Sources	<0.01	0.00	<0.01	<0.01
Energy Demand	0.14	0.12	0.01	0.01
Total Project Emissions	0.15	0.12	0.01	0.01
SCAQMD Localized Thresholds [a]	*183.65*	*1,113.76*	*2.14*	*1.41*
Significant Impact?	No	No	No	No

[a] The project site is 2.96 acre,s and the LST is calculated per SCAQMD Linear Regression Methodology based on a receptor distance of 25 meters (82 feet) in SCAQMD's SRA 13.
[b] The localized thresholds listed for NO_x in this table takes into consideration the gradual conversion of NO_x to NO_2 and are provided in the mass rate look-up tables in the Final Localized Significance Threshold Methodology document prepared by SCAQMD. The analysis of localized air quality impacts associated with NO_x emissions is focused on NO_2 levels because they are associated with adverse health effects.
Modeling data provided in Appendix A.
CO = carbon monoxide; NO_x = nitrous oxide; PM_{10} = inhalable particles with diameters that are generally 10 micrometers and smaller; $PM_{2.5}$ = fine inhalable particles with diameters that are generally 2.5 micrometers and smaller; SCAQMD = South Coast Air Quality Management District; SO_x = sulfur oxides

CO Hotspots

The project would not result in potentially significant CO "hot spots" and a project-specific CO hotspots analysis is not required to reach this conclusion. It has long been recognized that CO exceedances ("hot spots") are caused by vehicular emissions, primarily when idling at intersections. Vehicle emissions standards have become increasingly more stringent in the last 20 years. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations for the project vicinity have historically met state and federal attainment status for the air quality standards. In SRA 13 (Santa Clarita Valley) the maximum 8-hour CO concentration over the past three years was 1.2 parts per million (ppm) in 2019, and the 1-hour CO concentration was 1.5 ppm in 2019. Based on these measured concentrations, CO concentrations in SRA 13 are substantially below the California 1-hour or 8-hour CO standards of 20 or 9.0 ppm, respectively. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. Therefore, the project would not have the potential to cause or contribute to an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 ppm, respectively. Impacts with respect to localized CO concentrations would be less than significant.

Toxic Air Contaminants

With respect to construction, the construction activities associated with the project would be typical of other similar land use development projects in the City and would be subject to the regulations and laws relating to toxic air pollutants at the regional, state, and federal level that would protect sensitive receptors from substantial concentrations of these emissions. For example, Title 13 of the California Code of Regulations sets air pollution standards for motor vehicles, including an idling limitation of 5 minutes for diesel-fueled commercial vehicles during construction and operation of all developments in the state. Project construction emissions would be short-term in nature (i.e., the project's estimated construction schedule is 6 months), and construction-related emissions would cease on project buildout. The nearest sensitive receptors to the project site include Canyon Country Park (approximately 200 feet to the north, measured at nearest point [Paseo Trail] and more than

300 feet to the north, measured at the outdoor recreation areas) and residences to the north (approximately 300 feet to the north, measured at nearest point). Available data show that exposure at sensitive receptors is greatly reduced at approximately 300 feet from the source. The predominant wind direction in the project area is to the south and southeast, away from the nearest sensitive receptors. Based on these distances, predominant wind direction away from sensitive receptors, and the nature of the land use development project construction impacts associated with the release of TACs would be less than significant.

The proposed project would involve the operation of a full-service gas fueling facility with 10 fuel stations on a site zoned CC with a General Plan designation of Commercial. SCAQMD suggests avoiding siting new sensitive land uses within 300 feet of a large gas station, and a 50-foot separation is recommended for typical gas-dispensing facilities. As stated previously, the nearest sensitive receptors to the project site include Canyon Country Park (approximately 200 feet to the north, measured at nearest point [Paseo Trail] and more than 300 feet to the north, measured at the outdoor recreation areas) and residences to the north (approximately 300 feet to the north, measured at the nearest point). Available data show that exposure at sensitive receptors is greatly reduced at approximately 300 feet from the source. The predominant wind direction in the project area is to the south and southeast, away from the nearest sensitive receptors. Thus, based on these distances and the predominant wind direction away from sensitive receptors, the operations of a gas fueling facility would not have the potential to affect existing offsite sensitive receptors. With respect to the onsite operation and maintenance of the gas fueling facility, the project would be subject to all state, regional, and local regulations, including, but not limited to, SCAQMD Rule 461 (Gasoline Transfer and Dispensing). This rule applies to the transfer of gasoline from any tank truck, trailer, or railroad tank car into any stationary storage tank or mobile fueler and from any stationary storage tank or mobile fueler into any mobile fueler or motor vehicle fuel tank. SCAQMD Rule 461 identifies a number of rules and regulations including but not limited to: Equipment and Operation Requirements, Self-Compliance Program Requirements, Testing, Reporting and Recordkeeping Requirements, and Performance and Reverification Test Methods. As such, the project's compliance with all state, regional, and local regulations, including but not limited to, SCAQMD Rule 461, would ensure impacts associated with the release of TACs would be less than significant.

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less-than-Significant Impact. Potential sources that may emit odors during construction activities include the use of architectural coatings and solvents as well as asphalt paving. SCAQMD Rules 1108 and 1113 limit the amount of volatile organic compounds from cutback asphalt and architectural coatings and solvents, respectively. Based on mandatory compliance with SCAQMD Rules, no construction activities or materials that would create a significant level of objectionable odors are proposed. In addition, diesel exhaust would result in localized odor because of diesel equipment and truck usage during project construction and vehicle travel and material deliveries during operation. However, Title 13 of the California Code of Regulations sets air pollution standards for motor vehicles, including an idling limitation of 5 minutes for diesel fueled commercial vehicles during construction and operation of all developments in the state. Moreover, use of these trucks would be temporary during construction and occur sparingly during operation (e.g., patron trips, trash collection, delivery trucks). As such, the project would not create objectionable odors affecting a substantial number of people during construction. Therefore, a less-than-significant impact would occur with respect to the creation of objectionable odors.

The proposed project would involve the operation of a full-service gas fueling facility with 10 fuel stations, a carwash, and a convenience store/drive-through on a site zoned CC with a General Plan designation of Commercial. SCAQMD states that sources of odor complaints come from sewage treatment plants, landfills, recycling facilities, waste transfer stations, petroleum refineries, biomass operations, autobody shops, coating operations, fiberglass manufacturing, foundries, rendering plants, and livestock operations. The project does not propose the operation of any of these types of land uses. Furthermore, and stated previously, the nearest sensitive receptors to the project site include Canyon Country Park (approximately 200 feet to the north, measured at nearest point [Paseo Trail] and more than 300 feet to the north, measured at the outdoor recreation areas) and residences to the north (approximately 300 feet to the north, measured at the nearest point). Thus, based on these distances, the operations of a gas fueling facility would not have the potential to affect existing offsite sensitive receptors. In addition to nearby sensitive receptors, there are commercial uses to the east of the project site across Vista Canyon Boulevard. These uses are indoor commercial buildings and do not include outdoor spaces that would be affected by potential odors from operation of the proposed project. With respect to the onsite operation and maintenance of the gas fueling facility and any future drive-through restaurants, the project would be subject to all state, regional, and local regulations, including, but not limited to,SCAQMD Rule 461 (Gasoline Transfer and Dispensing) and SCAQMD Rule 1138 (Control of Emissions from Restaurant Operations). See above with respect to the project's compliance with Rule 461). Based on the information discussed herein, a less-than-significant operational impact would occur with respect to the creation of objectionable odors.

Cumulative Impacts

Plan Consistency

Cumulative development can affect implementation of AQMP. The AQMP was prepared to accommodate growth, reduce pollutants within the areas under SCAQMD jurisdiction, improve the overall air quality of the region, and minimize the impact on the economy. Growth considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the SCAB is within the projections for growth identified by SCAG, implementation of the AQMP would not be obstructed by such growth and cumulative impacts would be less than significant. Because the project would not conflict with growth projections, it would not have a cumulatively considerable conflict with, or obstruction of, the implementation of the applicable air quality plan. Thus, cumulative impacts related to plan consistency would be less than significant.

Construction

Because the Los Angeles County portion of the SCAB is currently in nonattainment for O_3, PM_{10}, and $PM_{2.5}$, cumulative development could violate an air quality standard or contribute to an existing or projected air quality violation. This would be considered a significant cumulative impact. According to SCAQMD, individual construction projects that exceed SCAQMD recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the SCAB is in nonattainment. As shown in Tables 2-1 and Table 2-3, construction emissions associated with the project would not exceed SCAQMD's regional thresholds of significance. Therefore, the cumulative impact of the project's construction emissions would be considered less than significant.

Operations

Due to the non-attainment status of O_3, PM_{10}, and $PM_{2.5}$, the generation of daily operational emissions associated with cumulative development would result in a cumulative significant impact associated with the cumulative net increase of any criteria pollutant for which the region is in nonattainment. With respect to operational emissions, SCAQMD has indicated that if an individual project results in air emissions of criteria pollutants (i.e., CO, reactive organic compounds, NO_x, SO_x, PM_{10}, and $PM_{2.5}$) that exceed SCAQMD recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants for which the proposed project region is in nonattainment under an applicable federal or state ambient air quality standard. As shown in Table 2-2 and Table 2-4, the operational emissions associated with the project would not exceed the established SCAQMD thresholds for operation of the project. Therefore, the cumulative impact of the project's operational emissions would be considered less than significant.

Mitigation Measures

No mitigation measures are required.

Project Design Features

No project design features are included.

IV. Biological Resources

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
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 Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c.	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f.	Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion

The following discussion is based on the Biological Resources Constraints Report was prepared for the project site by Biological Assessment Services, October 28, 2020 and is in Appendix B.

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans,

policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. As documented in the Biological Resources Constraints Report prepared for the project, no sensitive plant species listed in the California Natural Diversity Database or California Native Plant Society databases were observed on the project site or are thought likely to occur there. Therefore, there is no potential for the project to impact candidate, sensitive, or special status species.

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

No Impact. As documented in the Biological Resources Constraints Report prepared for the project, no riparian habitat or other sensitive natural communities were identified during the field survey conducted for the project. As indicated in the Biological Resources Constraints Report, the project site has been cleared of most annual vegetation and includes a large quantity of asphalt on the surface. Most of the vegetation present in terms of ground cover consists of nonnative weeds. Western ragweed is the only abundant native plant onsite and also contributes to the groundcover area. Additionally, Riverside alluvial fan sage scrub and mulefat riparian scrub are the likely natural plant communities found on the site, but historic disturbance has eliminated all but the most common elements of these communities, and these occur as scattered individual plants rather than as an intact plant community. There is one stand of a few chaparral mallow plants near the center of the site and one coyote bush near the western end of the property. Along the southern edge of the project site are scattered thick-leaved Yerba Santa and rabbitbrush. None of these species constitute a riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

As such, no impacts on riparian habitat or other sensitive natural communities would occur from project implementation.

c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. No wetlands had previously been identified on the project site (USFWS 2021). There are no drainages or erosional features on the project site that would be considered jurisdictional by the U.S. Army Corps of Engineers, California Regional Water Quality Control Board, or California Department of Fish and Wildlife. No wetlands or streams are on the project site. Therefore, no impact would occur.

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?

Less-than-Significant Impact. As documented in the Biological Resources Constraints Report, although the project site and the adjacent lot is undeveloped, they are completely surrounded by developed parcels. Most of the lots in the area are on steep slopes, limiting their attractiveness for wildlife as a normal pathway. The project site does not constitute a wildlife corridor or habitat linkage, nor is it part of one. Many species of wildlife that have become accustomed to suburban areas and learned to alter their habits to accommodate the urban environment after their natural

habitats were developed would use city streets and urban yards to wend their way through the neighborhood. However, this does not make these areas wildlife corridors, but rather pathways of opportunity. Use of the streets, few remaining undeveloped lots, and open interstitial areas between structures does not indicate that the area constitutes a wildlife corridor.

No species listed as Rare, Threatened, or Endangered by the state or federal governments were found on the property or are thought likely to occur there. Although signs of several native wildlife species were noted onsite, and the project site may be adequate to support a few ground-dwelling mammals and reptiles, the project site does not completely support any bird species, although they may utilize portions of the site occasionally and nest onsite. Only one bird species was noted onsite at the time of the biological survey, an ash-throated flycatcher used the mallow bush near the center of the site as a hunting perch, foraying out to catch insects and returning to its perch. Any of the 200 or so common bird species that reside in the area or migrate through it might occasionally land onsite, but the lack of vegetation makes it unlikely that many would reside there. A few ground-nesting species, such as the killdeer or mourning dove, might use the site for nesting. None of these species are considered particularly sensitive, and none are specifically protected by state or federal law.

All bird species that occur on the site are protected from nest disturbance by the federal Migratory Bird Treaty Act and the California Fish and Wildlife Code. The project would be required to comply with the Migratory Bird Treaty Act by preventing the disturbance of nesting birds during project construction activities. This would generally involve clearing the project site of all vegetation outside the nesting season or, if construction would commence within the nesting season, conducting a pre-construction nesting bird survey to determine the presence of nesting birds or active nests at the project site. Any active nests and nesting birds must be protected from disturbance by construction activities through buffers between nest sites and construction activities. The buffer areas may be removed only after the birds have fledged. As such, through compliance with existing regulations protecting migratory species, impacts would be less than significant, and no mitigation is required.

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

No Impact. The City's Oak Tree Preservation ordinance (17.51.040 Oak Tree Preservation) protects trees in the genus Quercus, including, but not limited to, valley oak (*Q. lobata*), California live oak (*Q. agrifolia*), canyon oak (*Q. chrysolepis*), interior live oak (*Q. wislizenii*) and scrub oak (*Q. dumosa*), regardless of size (City of Santa Clarita 2019a).

As documented in the Biological Resources Constraints Report, the project site had been cleared of most annual vegetation. No oak trees were found on the project site. As such, no impacts on protected biological resources or trees would occur with project implementation.

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?

No Impact. The project site is not within any adopted Habitat Conservation Plan or Natural Community Conservation Plan. The County of Los Angeles designated in its General Plan, five locations in the Santa Clarita Valley as Significant Ecological Areas (SEAs). The project site is not within an SEA, as defined by the City under Section 17.38.080 of the City's Municipal Code (City of Santa Clarita 2019b). The nearest SEA within the City boundary is the Santa Clara River SEA, south

of the project site, and Santa Clara River Trail (County of Los Angeles 2019). As such, no impacts would occur with project implementation.

Mitigation Measures

No mitigation measures are required.

Project Design Features

No project design features are included.

V. Cultural Resources

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

Discussion

The following discussion is based on the Soledad Canyon Cultural and Paleontological Resources Assessment Report, prepared by ICF, November 2021 (Appendix C).

a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

No Impact. The project site does not contain any built environment structures that are known to be eligible for inclusion on the California Register of Historic Resources or a local register. The project site is currently vacant. Aerial photos dating to 1947 show surface grading within the eastern half of the parcel and what appears to be an ephemeral waterway or constructed drainage in 1969, related to development of I 14. This drainage was filled in by 1974. Since that time, no notable changes have occurred within the parcel, although additional surface grading is visible circa 2005. Additional disturbance related to Soledad Canyon Road construction, which predates the earliest available photos, is likely. The nearest development to the project site are commercial structures to east, including two buildings constructed in 1989 and 1990, respectively. Based on their age, these buildings are not considered historic buildings, and implementation of the project would not create any indirect impacts on these resources.

b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less than Significant with Mitigation Incorporated. As noted in the Soledad Canyon Cultural and Paleontological Resources Assessment Report (Appendix C), ICF conducted general and property-specific archival research to establish a historic context for the study area and inform the identification and analysis of potential archeological and paleontological resources. Resources consulted included cultural resources studies and records found during a formal literature review/records search, as well as primary and secondary resources from local repositories, including maps and photographs. A California Historical Resources Information System records search was conducted at the South Central Coastal Information Center at California State University, Fullerton, on June 9, 2021. A fossil localities search was requested from the Natural History Museum

of Los Angeles County (NHMLAC) on June 18, 2021, for the project area. In addition, the Native American Heritage Commission (NAHC) was contacted on July 9, 2021, and asked to conduct a review of its Sacred Lands File. On June 15, 2021, a pedestrian survey was conducted for this study, but it yielded no archaeological resources within the project area. Results of the California Historical Resources Information System records search were received on July 12, 2021 (see Appendix C). The records search revealed no archaeological resources within the project area; however, two archaeological resources were within the 0.5-mile radius of the project site. Resource maps indicate that these two resources were encountered in an area east of the site, east and southeast of I 14. The resources are listed in Table 2-5 and further described below.

Table 2-5. Cultural Resources Encountered within 0.5 Mile of the Project Site

Primary No./Trinomial	Distance from Project	Age	Recorded by
P-19-004355/CA-LAN-004355H	0.4 mile	Prehistoric, Historic	2008 (J.M. Simon, W&S Consultants) 2015 (Scott Wolf, Dudek)
P-19-004356/CA-LAN-004356H	0.4 mile	Historic	2008 (J.M. Simon, W&S Consultants) 2015 (Scott Wolf, Dudek)

P-19-004355/CA-LAN-004355H

Resource P-19-004355 is a multicomponent site, consisting of prehistoric artifacts and a historical-period cemetery. The resource was initially encountered during a Phase I archaeological survey in 2008 and subsequently investigated using shovel test pits and excavation units in 2015. This site was previously evaluated and recommended eligible for listing in the California Register of Historic Resources. The prehistoric component consists of lithic debitage and groundstone tool fragments. Only one of the 23 shovel test pits excavated during the 2015 study yielded considerable amounts of prehistoric material. This shovel test pit was expanded into a 1 × 1-meter excavation unit, where a relatively large number of prehistoric artifacts were encountered, including 76 pieces of debitage, four groundstone fragments, 26 nonhuman faunal bone fragments, and other artifacts. Three archaeological features were also recorded, including a roughly circular-shape grouping of approximately 30 round, angular cobbles and multiple fragments of fire-affected rock (possibly a hearth); two bedrock milling stations were recorded, as well. Because of the low density of milling tools and ephemeral nature of the milling features, the investigators interpreted this prehistoric component as a small temporary camp site.

The historical-period component consists of a cemetery that was used from 1905 to 1959; it contained both marked and unmarked graves. The cemetery was part of the Mitchell Cattle Ranch, established by Thomas F. Mitchell in 1860.

P-19-004356/CA-LAN-004356H

Resource P-19-004356 consists of historical-period building foundations and associated refuse deposits. This resource was initially encountered during a Phase I archaeological survey in 2008 and investigated using shovel test pits and excavation units in 2015. The site consists of 11 features, including an abandoned set of railroad tracks, gravel railbed, low-density scatter of railroad spikes and clips, three refuse scatters of historical-period artifacts, a corral with a concrete foundation, an

alignment of wooden fence posts, a cinderblock foundation, and a roughly rectangular grove of palm trees. The site was interpreted as being the structural and cultural remains of farming operations related to the Mitchell Cattle Ranch. A reinvestigation of the site in 2015 indicated that most of structural features recorded in 2008 were still present; however, the refuse deposits were not identified.

Although there are no known previously recorded archaeological resources within the project area, as described above, known archaeological resources have been encountered within the 0.5-mile radius of the project site, which is situated along the banks of Santa Clara River. Although almost all of the subsurface soils consist of artificial fill imported during the construction of streets and freeways, the underlying alluvium deposits have the potential to yield archaeological resources. Therefore, the potential for the project to encounter either prehistoric or historical archaeological resources is potentially significant. The incorporation of Mitigation Measure MM-CUL-1 would reduce potential impacts on archeological resources to less than significant.

c. Disturb any human remains, including those interred outside of dedicated cemeteries?

Less-than-Significant Impact with Mitigation Incorporated. The project site is not part of a formal cemetery, nor is it known to have been used for disposal of historic or prehistoric human remains. Thus, human remains are not expected to be encountered during construction of the project. In the event that human remains are inadvertently encountered during construction activities, impacts would be potentially significant. The discovery of human remains would require handling in accordance with Public Resources Code 5097.98, which states that in the event that human remains are discovered during construction, construction activity shall be halted and the area shall be protected until consultation and treatment can occur as prescribed by law. As such, with the implementation of Mitigation Measure MM-CUL-2, which provides direction in the event of discovery of human remains per Section 7050.5 of the California Health and Safety Code, impacts would be less than significant with MM-CUL-2 incorporated.

Mitigation Measures

MM-CUL-1: Because of the general archaeological sensitivity of the project area, the project applicant will retain a qualified archaeologist to provide archaeological monitoring during ground-disturbing activities in areas of previously undisturbed and native soils. Specifically, the following measures will be implemented:

- The project applicant will retain a qualified professional archaeologist who meets the Secretary of the Interior's Professional Qualification Standards in archaeology, as promulgated in Code of Federal Regulations Title 36, to oversee all monitoring work and supervise the archaeological monitor(s).
- Prior to the start of construction, a monitoring plan will be prepared that describes the nature of the archaeological monitoring work, procedures to follow in the event of an unanticipated discovery, and reporting requirements.
- The archaeological monitor will be present on-site only during construction that involves ground-disturbing activities, such as, but not limited to, potholing, boring, grading, excavation, trenching, or drilling within previously undisturbed and native soils.

- Archaeological monitoring will not occur for work activities that include demolition and removal of non-native materials, such as concrete, asphalt pavement, and pavement base layers, or ground-disturbing activities that occur within previously disturbed areas.
- If archaeological resources are encountered during construction, the contractor shall:
  - Halt all work within a 60-foot radius and shall immediately inform the archaeologist.
  - Following notification, a qualified archaeologist will make a preliminary assessment of the discovery to determine whether the find is an isolated artifact or recent deposit. If the find is determined to be isolated or recent, construction will be allowed to resume.
  - Should the archaeologist determine the discovery is potentially significant, the archaeologist will evaluate the discovery and, if necessary, formulate appropriate mitigation measures after consultation with the City.
  - If the discovery contains Native American archaeological resources, all Native American consulting tribes shall be contacted and informed of the discovery.
  - If prehistoric or historic-era archaeological resources are encountered anywhere during project construction when no archaeologist is present, work in the area must halt within a 60-foot radius until a qualified archaeologist can evaluate the nature and significance of the find and formulate appropriate evaluation and/or mitigation measures. Should the deposit contain Native American resources, the City will consult with consulting tribes as to how the deposit and any associated artifacts and features should be treated.
  - Once the archaeologist determines that the archaeological deposit has been adequately documented and recovered/removed and concludes that further construction activities would not affect additional archaeological deposits in the immediate area, construction activity can resume in that area.
- A final cultural resources report shall be produced, which shall discuss the monitoring program and its results and provide interpretations of any recovered cultural materials

MM-CUL-2: In accordance with Health and Safety Code Section 7050.5, in the event of discovery or recognition of any human remains at the Project site, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Los Angeles County Coroner has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner, and cause of any death and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the PRC. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact by telephone within 24 hours the NAHC.

Project Design Features

No project design features are included.

VI. Energy

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
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?	☐	☐	☒	☐
b.	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Discussion

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

Less-than-Significant Impact The short-term construction and long-term operation of the proposed project would require the consumption of energy resources in several forms at the project site and within the project area. Construction and operational energy consumption are evaluated in detail below.

Electricity

Construction

Temporary electric power for as-necessary lighting and electronic equipment such as computers inside temporary construction trailers would be provided by SCE. The electricity used for such activities would be temporary and have a negligible contribution to the project's overall energy consumption.

Operations

Project operation would require electricity for multiple purposes including building heating and cooling, lighting, appliances, electronics, fueling system, and water and wastewater conveyance. The estimation of operational building energy was based on the applicant-provided forecasted annual electricity consumption estimate of 213,089.86 kilowatt-hours. Supply, conveyance, treatment, and distribution of water for the project would also require the use of electricity. Similarly, wastewater generated by the project would require the use of electricity for conveyance and treatment. Water consumption estimates for both indoor and outdoor water use were provided by the project applicant, and associated electricity consumption from water use and wastewater generation were estimated using CalEEMod; refer to Appendix D. Table 2-6 presents the electricity demand for the project.

Table 2-6. Project Operations – Electricity Demand

Land Use	kWh/year	GWh/year
Convenience Market with Gas Pumps	62,736	0.063
Fast Food Restaurant with Drive-thru	99,521	0.100
Parking Lot	7,000	0.007
Strip Mall	17,514	0.018
Water/Wastewater	26,318.86	0.03
Total Fuel Consumption	**213,089.86**	**0.217**

Source: Appendix D.
kWh= kilowatt-hours; GWh = gigawatt-hours

For comparison, electricity demand for Los Angeles County in 2019 was 84,654 gigawatt-hours/year (Sempra Energy 2019). The proposed project's operational energy use of 0.217 gigawatt-hours/year would result in a minimal increase in electricity consumption compared to the total demand in Los Angeles County. Thus, impacts related to operational electricity use would therefore be less than significant, and no mitigation is required.

Natural Gas

Construction

Natural gas is not anticipated to be required during construction of the proposed project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed below under the Petroleum subsection. Any minor amounts of natural gas that may be consumed as a result of project construction would have a negligible contribution to the project's overall energy consumption.

Operations

Natural gas consumption during operation would be required for various purposes, including building heating and cooling and cooking. For building consumption, default natural gas generation rates in CalEEMod for the proposed project land uses and climate zone were used. Table 2-7 presents the natural gas demand for the proposed project.

Table 2-7. Project Operations – Natural Gas Demand

Land Use	kBTU/year	MMscf/year
Convenience Market with Gas Pumps	7,824	0.01
Fast Food Restaurant with Drive Thru	529,759	0.52
Parking Lot	0	0.00
Strip Mall	2,184	0.00
Total Fuel Consumption	**539,767**	**0.5292**

Source: CalEEMod.
kBTU = kilo-British thermal unit; MMscf = million standard cubic feet

As shown in Table 2-7, the project would consume approximately 0.5292 million standard cubic feet per year. For comparison, in 2019, SoCalGas delivered approximately 876,000 million standard cubic feet to Los Angeles County (Sempra Energy 2019). The proposed project is subject to

statewide mandatory energy requirements as outlined in Title 24, Part 6, of the California Code of Regulations. Title 24, Part 11, contains additional energy measures that are applicable to proposed project under the CALGreen Code. Impacts related to operational natural gas use would be less than significant, and no mitigation is required.

Petroleum

Construction

The proposed project would require the use of nonrenewable energy resources in the form of fossil fuels used to operate equipment and to fuel vehicle trips during construction and operation. Diesel and gasoline fuels would be consumed during the proposed project's construction activities. Energy expenditures during construction would be temporary, lasting for approximately 6 months. Construction would not result in wasteful or inefficient use of energy. Table 2-8 shows energy fuel consumption during construction. Construction fuel consumption represents total fuel use over the 6-month construction period.

Table 2-8. Project Construction – Annual Petroleum Consumption

Source	Diesel (gallons)	Gasoline (gallons)
Off-road equipment	16,852	–
Haul trucks	0	–
Vendor trucks	613	–
Workers	–	635
Total Fuel Consumption	**17,465**	**635**

Source: CalEEMod.

During the proposed project's 6-month construction period, diesel and gasoline would be used to fuel the onsite construction equipment, offsite hauling vehicles, and working automobiles. Construction of the proposed project would consume an estimated 17,465 gallons of diesel and 635 gallons of gasoline (see Appendix D). In Los Angeles County, approximately 575,000,000 gallons of diesel and approximately 3,559,000,000 gallons of gasoline are consumed annually (California Energy Commission 2019). The proposed project's diesel consumption would represent less than 0.0003 percent of Los Angeles County use, and gasoline consumption would represent 0.0000002 percent of Los Angeles County use. Energy expenditures during construction would be short in nature and would last 6 months. Therefore, energy consumed during project construction would be minimal, and impacts would be less than significant.

Operations

Fuel consumption resulting from the project's operational phase would be attributable to employees and visitors traveling to and from the project site. Petroleum fuel consumption associated with motor vehicles traveling to and from the project site during operation is a function of vehicle miles traveled (VMT). Similar to construction worker and truck trips, fuel consumption for operation is estimated by converting the total carbon dioxide (CO_2) emissions from VMT to gallons using the conversion factors for CO_2 to gallons of gasoline or diesel, see Appendix D. Based on the default CalEEMod vehicle mix and the countywide proportion of gasoline and diesel on-road vehicle VMT, the vehicles associated with project operations would likely be approximately 93 percent gasoline-

powered and 7 percent diesel-powered vehicles. The estimated fuel use from vehicles traveling to and from the project site during operation is shown in Table 2-9.

Table 2-9. Project Operations – Annual Petroleum Consumption

Fuel	Gallons
Gasoline	94,438
Diesel	17,725
Total	**112,163**

Source: Energy calculations provided in Appendix D.

Potential future use of the site is anticipated to result in an increase in fuel and energy consumption from vehicle traffic to the project site. As depicted in Table 2-9, project operation would result in approximately 112,163 gallons of petroleum fuel usage per year. This is a conservative estimate, because it does not account for usage of electric vehicles. By comparison, California as a whole consumes approximately 28.7 billion gallons of petroleum per year (EIA 2017).

Over the lifetime of the project, the fuel efficiency of vehicles is expected to increase. As such, the amount of petroleum consumed as a result of vehicular trips to and from the project site during operation is expected to decrease over time. There are numerous regulations in place that require and encourage increased fuel efficiency, such as efforts to accelerate the number of plug-in hybrids and zero-emissions vehicles in California and increasingly stringent emissions standards (CARB 2013). As such, operation of the project is expected to use decreasing amounts of petroleum over time due to advances in fuel economy. Impacts related to operational petroleum use would therefore be less than significant, and no mitigation is required.

In summary, although the project would increase energy use, the use would be a small fraction of the statewide use and, due to efficiency increases, is expected to diminish over time (particularly with respect to petroleum). Given these considerations, energy consumption associated with the project would not be considered inefficient or wasteful. Impacts would be less than significant, and no mitigation is required.

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less-than-Significant Impact. The project would be subject to state regulations for energy efficiency, namely, California's Building Energy Efficiency Standards and CALGreen, both of which are set forth in the California Code of Regulations, Title 24. California's Building Energy Efficiency Standards were established in 1978 and serve to enhance and regulate California's building standards. These standards include regulations for residential and nonresidential buildings constructed in California to reduce energy demand and consumption. The Building Energy Efficiency Standards are updated periodically (i.e., every 3 years) to incorporate and consider new energy efficiency technologies and methodologies. CALGreen institutes mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential, and state-owned buildings, as well as schools and hospitals. The new 2019 standard became effective on January 1, 2020. The project would meet Building Energy Efficiency Standards and CALGreen standards to reduce energy demand and increase energy efficiency.

At a regional level, the proposed project would be subject to the policies set forth in SCAG's 2020–2045 RTP/SCS, a regional growth-management strategy that targets per-capita greenhouse gas (GHG) reduction from passenger vehicles and light-duty trucks in the southern California region

pursuant to Senate Bill (SB) 375. In addition to demonstrating the region's ability to attain and exceed the GHG emission-reduction targets set forth by CARB, the 2020–2045 RTP/SCS outlines a series of actions and strategies for integrating the transportation network with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands.

Thus, successful implementation of the 2020–2045 RTP/SCS would result in more complete communities with a variety of transportation and housing choices, while reducing automobile use. With regard to individual developments, such as the project, the strategies and policies set forth in the 2020–2045 RTP/SCS include improved energy efficiency. The 2020–2045 RTP/SCS goal is to actively encourage and create incentives for energy efficiency, where possible. As discussed previously, the project would comply with the 2019 CALGreen standards. For these reasons, the proposed project would be consistent with the 2020–2045 RTP/SCS.

Furthermore, the project is consistent with the following applicable goals, objectives, and policies of the City's General Plan.

Goal CO 8: Development designed to improve energy efficiency, reduce energy and natural resource consumption, and reduce emissions of greenhouse gases.

Policy CO 8.1.3: Revise codes and ordinances as needed to address energy conservation, including but not limited to the following:

a. Strengthen building codes for new construction and renovation to achieve a higher level of energy efficiency, with a goal of exceeding energy efficiency beyond that required by Title 24;

b. Adopt a Green Building Program to encourage green building practices and materials, along with appropriate ordinances and incentives;

c. Require orientation of buildings to maximize passive solar heating during cool seasons, avoid solar heat gain during hot periods, enhance natural ventilation, promote effective use of daylight, and optimize opportunities for on-site solar generation;

d. Encourage mitigation of the "heat island" effect through use of cool roofs, light-colored paving, and shading to reduce energy consumption for air conditioning.

Policy CO 8.1.4: Provide information and education to the public about energy conservation and local strategies to address climate change.

Objective CO 8.3: Encourage the following green building and sustainable development practices on private development projects, to the extent reasonable and feasible.

Policy CO 8.3.1: Evaluate site plans proposed for new development based on energy efficiency pursuant to LEED (Leadership in Energy and Environmental Design) standards for New Construction and Neighborhood Development, including the following: a) location efficiency; b) environmental preservation; c) compact, complete, and connected neighborhoods; and d) resource efficiency, including use of recycled materials and water.

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

Policy CO 8.3.5: Encourage on-site solar generation of electricity in new retail and office commercial buildings and associated parking lots, carports, and garages, in concert with other significant energy conservation efforts.

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

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

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

Policy CO 8.3.9: Limit excessive lighting levels and encourage a reduction of lighting when businesses are closed to a level required for security.

Policy CO 8.3.10: Provide incentives and technical assistance for installation of energy-efficient improvements in existing and new buildings.

Policy CO 8.3.12: Reduce extensive heat gain from paved surfaces through development standards wherever feasible.

The proposed project would follow applicable energy standards and regulations during construction. In addition, the proposed project would be built and operated in accordance with all existing, applicable regulations at the time of construction. As such, the proposed project would not conflict with existing energy standards and regulations. Impacts would be less than significant, and no mitigation is required.

Mitigation Measures

No mitigation is required.

Project Design Features

No project design features are included.

VII. Geology, Soils, and Paleontological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
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.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
ii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
v. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

Discussion

The following discussion of geology and soils is based, in part, on the Geotechnical Investigation prepared for the project, *Report of Geotechnical Investigation Soledad Commercial Development Proposed Convenience Store, Gas Pumps, and Car Wash Soledad Canyon Road and Vista Canyon Boulevard Santa Clarita, California for Plaza Street Partners,* prepared by R. T. Frankian & Associates (RTF&A) dated September 20, 2020) (Appendix E). The conclusions and recommendations found in

the Geotechnical Investigation were used in support of the impact determinations in this section. The following discussion of paleontological resources is based on the Soledad Canyon Cultural and Paleontological Resources Assessment Report prepared by ICF (2021) (Appendix C).

a) Would the project 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

Less-than-Significant Impact. According to the California Geological Survey's *Earthquake Zones of Required Investigation* (California Department of Conservation 2019), the project site is not within a Fault Zone. As such, there are no active faults delineated and recognized as crossing or projecting toward the project site. The nearest active fault to the proposed project is the San Gabriel Fault (within the San Gabriel Fault Zone) approximately 4.11 miles west–southwest. The next closest active fault is the Olive View Fault (within the Sierra Madre Fault Zone) approximately 5.86 miles south of the proposed project site. Consequently, there are no active or potentially active faults close enough to the project site to produce fault rupture or surface displacement at the project site. The project would not contain uses or activities that would exacerbate the activity of a known earthquake fault. As such, the project would not directly or indirectly cause potential substantial impacts from fault rupture. Impacts are less than significant, and no mitigation measures are required.

ii) Strong seismic ground shaking?

Less-than-Significant Impact. The project site is within southern California, a seismically active region known for its many active faults and historic seismicity. As described above, the proposed project is approximately 4.11 and 5.86 miles from the San Gabriel and Olive View faults, respectively. Ground shaking from these faults and others throughout the region resulting from an earthquake could affect the proposed project. The degree of ground shaking that is felt at a given site depends on the distance from the earthquake source (i.e., epicenter), the magnitude of the earthquake, the type of subsurface material on which the site is situated, and topography. Ground shaking can result in severe damage to structures subjected to strong horizontal movement that exceeds the design standards. Such damage includes compromised structural integrity and, in worst-case scenarios, structural collapse. However, the proposed project would be constructed in accordance with state and City building standards, as well as geotechnical recommendations within the site-specific Geotechnical Investigation and recommendations of a final design-level geotechnical, geologic, and seismic hazard investigation report (PDF GEO-1). As with development within the City, development within the project site would be required to comply with the CBC and City seismic safety requirements.

The CBC provides procedures for earthquake resistant structural design that include considerations for onsite soil conditions, occupancy, and the configuration of the structure, including the structural system and height. Although substantial damage to structures may be unavoidable during large earthquakes, the proposed structures would be designed to resist structural collapse and thereby provide reasonable protection from serious injury, catastrophic property damage, and loss of life. In addition, implementation of the proposed project would not directly or indirectly cause substantial adverse effects involving strong ground shaking. As such, with compliance with state and City

building standards and site-specific geotechnical recommendations, impacts would be less than significant, and no mitigation is required.

iii) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?

Less-than-Significant Impact. Liquefaction may occur when saturated, loose to medium dense soils with little to no cohesion are densified by ground vibrations. The densification results in increased pore water pressures if the soils are not sufficiently permeable to dissipate these pressures during and immediately following an earthquake. When the pore water pressure is equal to or exceeds the overburden pressure, liquefaction of the affected soil layers occurs. For liquefaction to occur, three conditions are required:

- Ground shaking of sufficient magnitude and duration
- Groundwater level at or above the level of the susceptible soils during the ground shaking
- Soils that are susceptible to liquefaction

According to the Geological Investigation, the State of California Seismic Hazard Map for the Mint Canyon Quadrangle indicated that alluvial areas of the subject site south of Soledad are within a potential liquefaction area. Moreover, based on the results of the Geological Investigation analyses, some of the naturally deposited soils beneath the site could be subject to liquefaction settlement in the event of a large earthquake on a nearby fault that produces the design-level ground motions at a time of historic high groundwater. As previously stated, the project would be constructed in accordance with state and City building standards, as well as recommendations contained in the Geological Investigation and those of a final design-level geotechnical, geologic, and seismic hazard investigation report (PDF GEO-1). Furthermore, the project would involve development of a full-service refueling facility (with a car wash), a convenience store/drive-through, and attached auxiliary building and, thus, implementation of the project would not directly or indirectly cause or exacerbate substantial adverse effects involving liquefaction. As such, with compliance with state and City building standards and site-specific geotechnical recommendations, impacts would be less than significant, and no mitigation is required.

iv) Landslides?

No Impact. Landslides, slope failures, and mudflows of earth materials generally occur where slopes are steep and/or earth materials are too weak to support themselves. Earthquake-induced landslides may also occur due to seismic ground shaking. The project site is characterized by gentle, relatively flat terrain. According to the California Geological Survey's *Earthquake Zones of Required Investigation of the Mint Canyon Quadrangle*, the project site is not within a Landslide Zone. The nearest mapped Landslide Zone is approximately 0.29 mile northwest of the project site (California Geological Survey 2021). Therefore, the proposed project would not directly or indirectly cause potential adverse effects involving landslides, and no impact would occur.

b. Result in substantial soil erosion or the loss of topsoil?

Less-than-Significant Impact. Erosion is a condition that could adversely affect development on any site. Construction activities could exacerbate erosion conditions by exposing soils and adding water to the soil from irrigation and runoff from new impervious surfaces. Any project involving grading of an area greater than 1 acre (applicable to the proposed project) would be required to obtain National Pollution Discharge Elimination System (NPDES) coverage under the NPDES General

Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities, Order No. 2009-0009-DWQ (Construction General Permit) (State Water Resources Control Board 2021). Construction activities covered under the Construction General Permit include clearing, grading, and disturbances to the ground, such as stockpiling, or excavation. The Construction General Permit would require the development and implementation Stormwater Pollution Prevention Plan (SWPPP), which includes BMPs to regulate stormwater runoff, including measures to prevent soil erosion (e.g., silt fences, straw waddles, sediment traps, gravel sandbag barriers) and loss of topsoil. In addition, erosion protection measures are included in the Geotechnical Investigation intended to be implemented during site grading activities. With the implementation of Construction General Permit, requirements and recommendations found in the site-specific Geotechnical Investigation, potential impacts associated with soil erosion would be less than significant.

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 an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less-than-Significant Impact. Potential impacts associated with liquefaction and landslides are discussed above under thresholds a(iii) and a(iv). *Subsidence* is characterized as a sinking of the ground surface relative to surrounding areas and can generally occur where deep soil deposits are present. Subsidence in areas of deep soil deposits typically is associated with regional groundwater withdrawal or other fluid withdrawal from the ground, such as oil and natural gas. Subsidence can result in the development of ground cracks and damage to sidewalks, pipelines, and other improvements. According to the CalGEM *Well Finder* (CalGEM 2019), there are no oil, gas, or water source wells within the project footprint and, thus, no fluid or gas would be extracted to create potential subsidence conditions. Furthermore, the *City of Santa Clarita General Plan Safety Element* (City of Santa Clarita 2011a) does not identify any large-scale problems with ground subsidence within the City.

As mentioned under a(iii), naturally deposited soils beneath the site could be subject to liquefaction settlement in the event of a large earthquake. However, the proposed project would be constructed in accordance with state and City building standards, as well as project-specific geotechnical recommendations. Furthermore, the project would involve development of a full-service refueling facility (with a car wash), a convenience store/drive thru, and attached auxiliary building and, thus, implementation of the proposed project would not directly or indirectly cause or exacerbate substantial adverse effects involving unstable geologic units or soils. As such, with compliance with state and City building standards and site-specific geotechnical recommendations, impacts would be less than significant, and no mitigation is required.

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?

Less-than-Significant Impact. Expansive soils are fine-grained soils (generally high-plasticity clays) that can undergo a significant increase in volume with an increase in water content, as well as a significant decrease in volume with a decrease in water content. Changes in the water content of highly expansive soils can result in severe distress for structures constructed on or against the soils. According to the Geotechnical Investigation, it is expected that the expansion potential of the onsite soils would range from very low to moderate. As mentioned, the proposed project would be constructed in accordance with state and City building standards, as well as geotechnical

recommendations in the Geotechnical Investigation and recommendations of a final design-level, geotechnical, geologic, and seismic hazard investigation report (PDF GEO-1). Furthermore, the project would involve development of a full-service refueling and carwash facility, a convenience store/drive-thru, and an auxiliary building and, thus, implementation of the proposed project would not directly or indirectly cause or exacerbate substantial adverse effects involving expansive soils. Compliance with state and City building standards and site-specific geotechnical recommendations, impacts would be less than significant, and no mitigation is required.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?

No Impact. The proposed project does not involve the use of septic tanks onsite. The Santa Clarita Valley Sanitation District would provide wastewater services and wastewater flows originating at the project site would discharge to a local sewer line. As such, no impacts related to septic tanks or alternative wastewater disposal systems would occur.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less-than-Significant Impact. As noted in the *Soledad Canyon Cultural and Paleontological Resources Assessment Report* (ICF 2021) (Appendix C), a fossil localities search was requested from NHMLAC on June 18, 2021, for the project area and vicinity. NHMLAC responded on June 26, 2021, saying that it had no recorded fossil localities within the project footprint or the surrounding area. However, six fossil localities exist nearby (the closest one is 1 mile south of the project site). These were identified within the same sedimentary deposits that occur within the project area. Four of these localities derive from the Mint Canyon Formation, one is from the Castaic Formation, and one is listed as derived from marine beds, possibly the Towsley or Castaic Formation. The Towsley Formation is mapped roughly 1 mile south and west of the project area; the Castaic Formation is mapped roughly 1 mile south of the project area. Because potentially fossil-bearing units are mapped within the project area, NHMLA recommended that a full paleontological assessment of the project area be conducted.

The proposed excavations for various building foundations would be approximately five to eight feet deep, occurring mostly within artificial fill. Such excavations would be expected to expose younger alluvial deposits. Younger alluvial deposits are assigned a low sensitivity for paleontological resources. Holocene-age alluvial deposits are usually too young to contain fossilized materials, but they may overlie more paleontologically sensitive older deposits, such as the Mint Canyon Formation. Although the NHMLAC recommended a full paleontological assessment of the project area, the results of the geotechnical study indicate no fossil-bearing deposits at the depth necessary for this project. Because ground-disturbing activities are expected to be minor and relatively shallow, additional studies and paleontological monitoring are not recommended for the project.

The project would not be expected to result in significant impacts on paleontological resources. There are no known previously recorded paleontological resources within the project area. Therefore, the project is not expected to result in a substantial adverse change in the significance of a paleontological resource. As such impacts would be less than significant, and no mitigation measures are required for the project.

Mitigation Measures

No mitigation measures are required.

Project Design Features

PDF GEO-1: A final design-level geotechnical, geologic and seismic hazard investigation report that complies with all applicable state and local code requirements shall be prepared by a California-registered geotechnical engineer and shall be submitted to the City of Santa Clarita. The final geotechnical, geologic and seismic hazard investigation report would specify exact design coefficients, as well as the type and sizing of structural building materials, site preparation requirements, and foundation design requirements; and demonstrate that construction procedures would meet the established performance standards.

The site-specific geotechnical report shall be prepared to the written satisfaction of City of Santa Clarita and shall compliment the recommendations identified in the Report of Geotechnical Investigation *Soledad Commercial Development Proposed Convenience Store, Gas Pumps, And Car Wash Soledad Canyon Road & Vista Canyon Boulevard Santa Clarita, California for Plaza Street Partners* prepared by R. T. Frankian & Associates, dated September 20, 2020.

VIII. Greenhouse Gas Emissions

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

Discussion

The information provided in this section is based on the October 2021 *Greenhouse Gas Emissions Technical Report for the Soledad Commercial Project* prepared by Pomeroy Environmental Services, October 2021, (Appendix F).

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less-than-Significant Impact. A project's GHG emissions typically are very small in comparison to state or global GHG emissions. In isolation, a project may have no significant direct impact on climate change. However, the increased accumulation of GHGs from more than one project and many sources in the atmosphere may result in global climate change, which can cause the adverse environmental effects previously discussed. Accordingly, the threshold of significance for GHG emissions determines whether a project's contribution to global climate change is "cumulatively considerable." Many air quality agencies, including SCAQMD, concur that GHG and climate change should be evaluated as a potentially significant cumulative impact, rather than a project-specific and direct impact.

SCAQMD Draft Thresholds

SCAQMD released draft guidance regarding interim CEQA GHG significance thresholds. In December 2008, SCAQMD adopted an interim 10,000 metric tons CO_2e ($MTCO_2e$) per year screening level threshold for stationary source/industrial projects for which SCAQMD is the lead agency. SCAQMD continues to consider adoption of significance thresholds for nonindustrial development projects. The most recent proposal issued in September 2010 uses the following tiered approach to evaluate potential GHG impacts from various uses:

- **Tier 1**: Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.
- **Tier 2**: Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan (i.e., a Climate Action Plan) that has gone through public hearings and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.
- **Tier 3**: Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 $MTCO_2e$/year threshold for industrial uses would be

recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 $MTCO_2e$/year), commercial projects (1,400 $MTCO_2e$/year), and mixed-use projects (3,000 $MTCO_2e$/year). Under option 2 a single numerical screening threshold of 3,000 $MTCO_2e$/year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

- **Tier 4**: Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of ABill (AB) 32 to reduce statewide GHG emissions to 1990 levels by 2020. The 2020 efficiency targets are 4.8 $MTCO_2e$ per service population for project level analyses and 6.6 $MTCO_2e$ per service population for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.
- **Tier 5**: Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

The thresholds identified above are not adopted by SCAQMD or distributed for widespread public review and comment, and the working group tasked with developing the thresholds has not met since September 2010. The future schedule and likelihood of threshold adoption is uncertain. However, for the purpose of evaluating the GHG impacts associated with the project, this analysis utilizes the proposed 1,400 $MTCO_2e$/year for commercial projects (Tier 3). These draft thresholds have been utilized for other projects in the SCAB and the City.

Project Impacts

Construction

For purposes of this analysis, it is estimated that the project would be constructed in approximately 6 months with construction beginning in early 2022 and project operations commencing by 2022. This analysis assumes construction would be undertaken with the following primary construction phases: (1) Site Preparation, Grading, and Foundations; and (2) Structural Building, Finishing, and Paving. Each primary construction phase has been further detailed below.

Site preparation, grading, and foundation-preparation activities would occur for approximately 1 month and involve the cut and fill of land to ensure the proper base and slope for the entire site, including building pads and foundations. This analysis assumes approximately 4,000 cy of cut, 4,000 cy of fill, and 16,000 cy of over-excavation for a total of 20,000 cy disturbed. No soil import or export would be needed because all earthwork activities would be balanced onsite. This analysis assumes daily site preparation, grading, and foundation preparation activities would require the following equipment: one rubber-tired dozer, one grader, and three tractors/loaders/backhoes.

In total, structural building, finishing, and paving activities are expected to occur for approximately 5 months. Upon completion of the building shells, finishing (i.e., coatings) and paving of parking areas and driveways would follow. It is estimated that architectural coatings and paving/striping of roadways and parking lots would occur over the final month of this phase. This analysis assumes that the maximum daily construction building activities would require the following equipment: one crane, three welders, two forklifts, one generator set, one tractor/loader/backhoe, one air compressor, one paver, one cement and mortar mixer, two rollers, and one piece of paving equipment.

Emissions of GHGs were calculated using CalEEMod for each phase and each year of construction of the project and the results of this analysis are presented in Table 2-10. As shown in Table 2-10, GHG emissions from the project's construction activities in 2022 would be 168.32 CO_2e million metric tonnes per year (MTY), or approximately 5.61 CO_2e MTY amortized over a 30-year period.

Table 2-10. Project Construction-Related Greenhouse Gas Emissions

Year	CO_2e Emissions (Metric Tons per Year)
2022	168.32

Modeling data provided in Appendix F.

Operations

The project would incorporate several design features to reduce GHG emissions and be consistent with local and regional regulations and polices that would reduce GHG emissions during operation of the project.[1] The project's primary GHG reduction measures and design features include, but are not limited to, the following:

- **Low-Flow Water Fixtures**: The project would include low-flow and/or high-efficiency water fixtures, such as low-flow toilets, urinals, and faucets and high-efficiency dishwashers;
- **Vegetation and Landscape Irrigation Systems**: The project would include drought-tolerant landscaping and implement efficient landscape irrigation techniques, such as smart irrigation technology, to reduce water use and its associated GHG emissions. *Smart irrigation systems* rely on weather, climate, and soil moisture information to adjust watering frequency, hence ensuring that vegetation is adequately moist, while conserving water.
- **Energy Reduction**: The project would include energy efficient appliances, high-efficiency lighting, and solar panels. The project would be built to meet and exceed the state's CALGreen Code.
- **Alternative Fuel Vehicles**: The project would provide four onsite electric vehicle parking spaces, supporting and promoting the use of electric vehicles.

The operations of the project would generate GHG emissions from the usage of on-road motor vehicles, electricity, natural gas, and water and generation of solid waste and wastewater. Emissions of operational GHGs are shown in Table 2-11. As shown, the GHG emissions generated by the project would be approximately 1,009.40 CO_2e MTY.

[1] The estimation of project GHG emissions included herein are considered to be worst-case because the analysis discloses CalEEMod 2020.40 results without the incorporation of any special GHG reduction measures beyond those assumed in CalEEMod 2020.40.

Table 2-11. Project Operational Greenhouse Gas Emissions

Emissions Source	Estimated Project Generated CO_2e Emissions (Metric Tons per Year)
Area	0.01
Energy Demand (Electricity & Natural Gas)	62.27
Mobile (Motor Vehicles)	908.79
Solid Waste Generation	21.29
Water Demand	11.43
Construction Emissions [a]	5.61
Project Total	**1,009.40**

[a] The total construction GHG emissions were amortized over 30 years and added to the operation of the project. Modeling data provided in Appendix F.

Conclusion

As discussed previously, the SCAQD Draft Threshold (Tier 3): identified a screening threshold of 1,400 $MTCO_2e$/year for commercial projects (1,400 $MTCO_2e$/year). Because the proposed commercial project would generate approximately 1,009.40 CO_2e MTY, the project would be below SCAQMD's draft threshold. Given the project's relatively small increase in GHG emissions (i.e., below the SCAQMD draft threshold), the project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant. The relevant adopted regulatory plans include CARB's 2017 Scoping Plan, CALGreen, California Energy Code, SCAG 2020–2045 RTP/SCS, and the City's General Plan. Additionally, the City has an adopted Climate Action Plan (CAP); however, it is only a qualified plan through 2020. Nevertheless, the following analysis evaluates the project for consistency with the City's CAP for informational purposes.

Assembly Bill 32 and Senate Bill 32

The project would be consistent with applicable statewide regulatory programs designed to reduce GHG emissions consistent with AB Bill 32 and SB 32. During construction, the project would utilize equipment in compliance with CARB. Mobile sources during construction and operation would be subject to the requirements of California AB 1493 (Pavley Standards), the Advanced Clean Cars Program, and the Low Carbon Fuel Standard Regulation. Additionally, the project would be designed, constructed, and operated consistent with California Title 24 and CALGreen (2019). These regulations require projects to comply with specific standards related to building energy efficiency and green building.

CARB Scoping Plan

The project would be consistent with CARB's Scoping Plan. The Scoping Plan (approved by CARB in 2008 and updated in 2014 and 2017) provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other strategies to reduce GHGs. The Scoping Plan is not directly applicable to specific projects, nor is it intended to be used for project-level evaluations. Under the Scoping Plan, however, several regulatory measures

are aimed at the identification and reduction of GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area-source emissions (e.g., energy production, distribution and usage, high-GWP GHGs in consumer products) and changes to the vehicle fleet (i.e., hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., Low Carbon Fuel Standard), among others. The 2008 Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of AB 32 and establishes an overall framework for the measures that would be adopted to reduce California's GHG emissions. The 2017 Scoping Plan Update reflects the 2030 target of a 40 percent reduction below 1990 levels codified by SB 32. The project would comply with all regulations adopted in furtherance of the Scoping Plan to the extent required by law and to the extent that they are applicable to the proposed project.

City of Santa Clarita Climate Action Plan

The City's CAP defines a local threshold of significance for GHG emissions for project-level submittals that trigger CEQA review. Because goals, objectives, and policies approved under the General Plan are forecasted to meet the GHG emission reduction targets mandated by AB 32, development projects that are able to demonstrate consistency with the General Plan and zoning ordinance would by association demonstrate consistency with the CAP.

The project site is zoned CC and has a General Plan designation of Commercial. The proposed project would involve the development of a full-service gas fueling facility, a 4,800-sf market with an attached 2,300-sf auxiliary building to be used as a small store/fast-food drive-through facility, and a detached, automated drive-through car wash facility with five adjacent self-serve vacuum station stalls. As such, the project would be consistent with the City's General Plan and zoning designation for the site. Furthermore, the project is consistent with the following applicable goals, objectives, and policies of the City's General Plan.

Goal CO 8: Development designed to improve energy efficiency, reduce energy and natural resource consumption, and reduce emissions of greenhouse gases.

Objective CO 8.1: Comply with the requirements of State law, including AB 32, SB 375 and implementing regulations, to reach targeted reductions of greenhouse gas (GHG) emissions.

Policy CO 8.1.1: Create and adopt a Climate Action Plan within 18 months of the OVOV adoption date of the City's General Plan Update that meets State requirements and includes the following components:

a. Plans and programs to reduce GHG emissions to State-mandated targets, including enforceable reduction measures;

   i. The CAP may establish goals beyond 2020, which are consistent with the applicable laws and regulations referenced in this paragraph and based on current science;

   ii. The CAP shall include specific and general tools and strategies to reduce the City's current and projected 2020 inventory and to meet the CAPs target for GHG reductions by 2020;

   iii. The CAP shall consider, among other GHG reduction strategies, the feasibility of development fees; incentive and rebate programs; and, voluntary and mandatory reduction strategies in areas of energy efficiency, renewable

energy, water conservation and efficiency, solid waste, land use and transportation.

b. Mechanisms to ensure regular review of progress towards the emission reduction targets established by the Climate Action Plan;

c. Procedures for reporting on progress to officials and the public;

d. Procedures for revising the plan as needed to meet GHG emissions reduction targets; and,

e. Allocation of funding and staffing for Plan implementation;

Policy CO 8.1.2: Participate in the preparation of a regional Sustainable Communities Strategy (SCS) Plan to meet regional targets for greenhouse gas emission reductions, as required by SB 375.

Policy CO 8.1.3: Revise codes and ordinances as needed to address energy conservation, including but not limited to the following:

a. Strengthen building codes for new construction and renovation to achieve a higher level of energy efficiency, with a goal of exceeding energy efficiency beyond that required by Title 24;

b. Adopt a Green Building Program to encourage green building practices and materials, along with appropriate ordinances and incentives;

c. Require orientation of buildings to maximize passive solar heating during cool seasons, avoid solar heat gain during hot periods, enhance natural ventilation, promote effective use of daylight, and optimize opportunities for on-site solar generation;

d. Encourage mitigation of the "heat island" effect through use of cool roofs, light-colored paving, and shading to reduce energy consumption for air conditioning.

Policy CO 8.1.4: Provide information and education to the public about energy conservation and local strategies to address climate change.

Policy CO 8.1.5: Coordinate various activities within the community and appropriate agencies related to GHG emissions reduction activities.

Objective CO 8.3: Encourage the following green building and sustainable development practices on private development projects, to the extent reasonable and feasible.

Policy CO 8.3.1: Evaluate site plans proposed for new development based on energy efficiency pursuant to LEED (Leadership in Energy and Environmental Design) standards for New Construction and Neighborhood Development, including the following: a) location efficiency; b) environmental preservation; c) compact, complete, and connected neighborhoods; and d) resource efficiency, including use of recycled materials and water.

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

Policy CO 8.3.5: Encourage on-site solar generation of electricity in new retail and office commercial buildings and associated parking lots, carports, and garages, in concert with other significant energy conservation efforts.

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

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

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

Policy CO 8.3.9: Limit excessive lighting levels and encourage a reduction of lighting when businesses are closed to a level required for security.

Policy CO 8.3.10: Provide incentives and technical assistance for installation of energy-efficient improvements in existing and new buildings.

Policy CO 8.3.12: Reduce extensive heat gain from paved surfaces through development standards wherever feasible.

Conclusion

Given the project's relatively small increase in GHG emissions (i.e., below the SCAQMD draft threshold) and its consistency with all relevant adopted regulatory plans, the project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. Moreover, the project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and these impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Project Design Features

No project design features are included.

IX. Hazards and Hazardous Materials

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c.	Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d.	Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e.	Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☒	☐

Discussion

The discussion below regarding potential impacts on hazards and hazardous materials is based in part on the 2005 Phase I Environmental Site Assessment (Phase I ESA) prepared for the project site (Western Environmental Engineers Co. 2005) (Appendix G). Because environmental database information in the Phase I ESA was deemed no longer applicable (environmental database information is dynamic and can change over time), a supplemental environmental database search was conducted via EDR Lightbox in June 2021 (Appendix G).

2005 Phase I Environmental Site Assessment

A site-specific Phase I ESA was conducted for the project site in April 2005. The purpose of the Phase I ESA was to identify, to a feasible extent, any recognized environmental conditions in connection to the project site and establish the likelihood of environmental degradation to the property. At the time of the Phase I ESA preparation, the following observations were made:

- No structures, underground storage tanks, aboveground storage tanks, hazardous materials containers, oil wells, or hazardous materials or wastes (i.e., spills) were identified onsite.
- The site reconnaissance conducted at the time did not reveal any other environmental concerns.
- The project site was not listed in any of the environmental databases searched, and no oversight agency information related to hazardous materials, wastes, and underground or aboveground storage tanks was available associated with the project site.

As a result, the Phase I ESA concluded that no environmental concerns were identified associated with the project site, and no further investigations were recommended at the time.

2021 Supplemental Database Search

Because the environmental database information found in the Phase I ESA is from 2005, a supplemental environmental database search was conducted via EDR Lightbox in June of 2021. The EDR report was reviewed to determine if the proposed project site or adjacent properties are listed in any environmental databases. The information provided in these databases can be used as indicators that historical activities conducted on the project site or activities conducted at adjacent properties have the potential to negatively affect implementation of the proposed project. The following is a summary of the report's findings.

Onsite

The proposed project site was not listed in any of the databases searched.

Offsite

The following table (Table 2-12) includes offsite locations (within a 1-mile radius) identified in the EDR report. The sites are listed with their address, the database(s) it was found in and a site description and status.

Table 2-12. Offsite Locations Identified by EDR

Site Name	Address and Location	Database	Description and Site Status
Merlyn Reeves	28001 Deep Creek Drive, 0.127 mile to the northeast.	RCRA NonGen/ NLR	RCRA Non-Generator/No Longer Regulated site. Non-generators do not presently generate hazardous waste. No violations found associated with this listing.
Paul Shin	28016 Winterdale Drive, 0.167 mile to the northeast.	RCRA NonGen/ NLR	RCRA Non-Generator/No Longer Regulated site. No violations found associated with this listing.
Cassandra Wentt	17705 Silverstream Drive, 0.215 mile to the northwest.	RCRA NonGen/ NLR	RCRA Non-Generator/No Longer Regulated site. No violations found associated with this listing.

Site Name	Address and Location	Database	Description and Site Status
Canyon Country Gas Station	18003 Soledad Canyon Road, West, 0.386 mile to the west, southwest.	CPS-SLIC, CERS	Cleanup Program Site. Also, part of the California EPA Regulated Site Portal Data database. Site was listed with a gasoline release. Impacted media undisclosed. Received closure by the County of Los Angeles in June of 2009. No other violations were identified.
Canyon Park Hog Ranch	27400 Woodfall Road, 0.495 mile to the south.	WMUDS/ SWAT	Part of the Waste Management Unit Database. Primary waste type listed as designated/influent or solid wastes that could pose a threat to water quality. Manageable hazardous wastes are also in this waste category. Specifically, the Canyon Park Hog Ranch site was listed as a minor threat to water quality. No violations identified as part of this listing.
Golden Valley Ranch School	East of 14 Freeway/ North of Placerita Canyon Road, 0.670 mile to the northwest.	Envirostor, SCH	The site is a school investigation site under the Department of Toxic Substances Control's Site Mitigation and Brownfields Reuse Program's Envirostor database. Also, part of the School Property Evaluation Program. The site is listed with potential lead, methane, polynuclear aromatic hydrocarbons, and total petroleum hydrocarbon-gas impacts to soil and soil vapor. Site granted No Further Action by the oversight agency in 2006. No other violations were identified.
Soledad Cleaners	18344 1/2 Soledad Canyon Road, 0.698 mile to the west, southwest.	Envirostor, LA Co. Site Mitigation	Part of the Envirostor database. Also, part of the Los Angeles County Site Mitigation list. Site listed as an evaluation site with a Refer: 1248 Local Agency status in 2003. The 1248 Local Agency status identifies sites that were referred to a local agency (through the SB 1248 determination process) to supervise the cleanup of a simple waste release. Contaminants and impacted media not disclosed. No other violations were identified.

CERS = California EPA Regulated Site; CPS = Cleanup Program Sites; NLR = No Longer Regulated; RCRA = Resource Conservation and Recovery Act; SB = Senate Bill; SCH = school; SLIC = Spills, Leaks, Investigations and Cleanups; SWAT = Solid Waste Advisory Task-Force; WMUDS = Waste Management Unit Database

Schools

There are no schools within 0.25 mile of the proposed project site. The closest school to the project site is Sulphur Springs Elementary at 16628 Lost Canyon Road, approximately 0.57 mile east of the project site. Other schools in the area include the Gorman Learning Center/Santa Clarita Resource Center at 16530 Lost Canyon Road and approximately 0.70 mile to the east of the project site, and the Mitchell Community Elementary School at 16821 Goodvale Road, approximately 0.78 mile to the northeast.

Airports

The project site is not within 2 miles of a public or private use airport or airstrip. The nearest airport is the Agua Dulce Airpark, approximately 8.7 miles to the northeast. Other airports in the region include the Whiteman Airport, approximately 10.6 miles to the southeast, and the Van Nuys Airport, approximately 14 miles to the southwest. The Hollywood Burbank Airport is approximately 15 miles to the southeast.

Wildfire

According to the California Department of Forestry and Fire Protection's (CAL FIRE) Very High Fire Hazard Severity Zones (VHFHSZ) in LRA Santa Clarita map (CAL FIRE 2011), the project site is not within a VHFHSZ.

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

Less-than-Significant Impact Construction activities arising from implementation of the project would involve routine transport, use, and disposal of hazardous materials, such as solvents, paints, oils, and grease, that typically are used in construction projects. Such transport, use, and disposal would be compliant with applicable regulations which include regulations from the Resource Conservation and Recovery Act, the Occupational Safety and Health Administration, the U.S. Department of Transportation, and others. The regulations mentioned cover hazardous materials-related topics, such as proper personal protective equipment, transport, handling, and disposal.

Although solvents, paints, oils, grease, fuel, and other materials would be transported, used, and disposed of during construction, these materials typically are used in construction projects and would not represent the transport, use, and disposal of acutely hazardous materials. Moreover, these hazardous materials generally are used in small amounts, and any potential construction-related hazardous releases or emissions would be from such commonly used materials as those previously mentioned and would not include substances listed in 40 Code of Federal Regulations 355 Appendix A: *Extremely Hazardous Substances and Their Threshold Planning Quantities*. Releases involving common construction hazardous materials would be localized and spills that may occur would be contained and cleaned according to the Safety Data Sheet[2] (SDS) in the appropriate manner (OSHA 2012). A hazardous material SDS would include accidental release clean-up measures, such as appropriate techniques for neutralization, decontamination, cleaning or vacuuming, and adsorbent materials.

Moreover, because the project is greater than 1 acre of soil disturbance, it would be required to obtain NPDES coverage under the NPDES Construction General Permit, Order No. 2009-0009-DWQ (in addition to the regulations previously mentioned). The Construction General Permit would require the development and implementation of an SWPPP, which includes BMPs to regulate and prevent contamination (including that associated with the use of hazardous materials) of stormwater runoff.

[2] SDSs include information such as the properties of a chemical; the physical, health, and environmental health hazards; protective measures; and safety precautions for handling, storing, and transporting the chemical. In addition, OSHA requires that SDS preparers provide specific minimum information as detailed in Appendix D of 29 CFR 1910.1200.

The project would involve development of a full-service refueling facility with a car wash, a convenience store/drive-through, and attached auxiliary building. As such, the proposed project would involve the transport, use, storage, generation, and disposal of hazardous materials (e.g., fuels). Because hazardous materials would be used in reportable quantities, and hazardous wastes would be generated, these activities would require regulatory oversight (the Los Angeles County Fire Department Health Hazardous Materials Division, as the applicable Certified Unified Program Agencies) to protect human health and the environment. Similar to potential construction impacts, potential operations-related hazardous releases or emissions would be from fuels and other commonly used materials and would not involve acutely hazardous materials. Hazardous materials spills occurring during operations would be localized, contained, and cleaned according to the applicable SDS.

Although the use and, storage and transport of hazardous materials would occur during project implementation, the requirements of existing regulatory programs would reduce potential impacts of routine transport, use, or disposal of hazardous materials to a less-than-significant level.

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?

Less-than-Significant Impact. As mentioned under a., construction activities associated with the proposed project would involve routine transport, use, and disposal of hazardous materials, such as solvents, paints, oils, and grease. These materials typically are used in construction projects and transport, use, and disposal would be compliant with applicable regulations. . Releases involving these common construction hazardous materials would be localized, and spills would be contained and cleaned according to the applicable SDS. Furthermore, construction activities associated with the proposed project would be subject to Construction General Permit requirements, which include the development and implementation of a SWPPP and associated BMPs. Hazardous materials use during project operations would require regulatory oversight by the Los Angeles County Fire Department, Health Hazardous Materials Division.

The Phase I ESA concluded that there were no environmental concerns associated with the project site, and no further investigations were recommended at the time. The updated environmental database search conducted via EDR Lightbox in June 2021 indicated that the project site was not in any of the environmental databases. In addition, none of the database search information pertaining to nearby sites suggested a potential contaminant exposure risk to the project. Four of the seven offsite locations identified did not include violations or a history of release (i.e., Merlyn Reeves, Paul Shin, Cassandra Wentt, and the Canyon Park Hog Ranch). Of the three remaining sites, the Canyon Country Gas Station and Golden Valley Ranch School received closure and a No Further Action status in 2009 and 2006, respectively. The remaining site, Soledad Cleaners at 18344 1/2 Soledad Canyon Road, did not disclose contaminants and affected media; however, according to the status description (last updated in 2003), the release in question involves the cleanup of a simple waste release. In addition, the site is approximately 0.69 mile to the west–southwest and, according to information reviewed via EDR, the site is at a lower groundwater gradient than the proposed project. Thus, potential impacts on the proposed project associated with the Soledad Cleaners site are considered low.

Therefore, potential impacts related to reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be less than significant.

c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. There are no schools within 0.25 mile of the proposed project site. The closest school to the project site is Sulphur Springs Elementary at 16628 Lost Canyon Road and approximately 0.57 mile east of the project site. Other schools in the area include the Gorman Learning Center/Santa Clarita Resource Center, approximately 0.70 mile to the east, and the Mitchell Community Elementary School, approximately 0.78 mile to the northeast. Because there are no schools within 0.25 mile of the proposed project site, potential impacts associated with hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of a school would not occur.

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

No Impact The project site is not within any of the CalEPA Cortese List Data Resources[3] (CalEPA 2021). Thus, potential impacts associated with being on a site identified as a Cortese List site would not occur.

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

No Impact. The project site is not within 2 miles of a public or private use airport or airstrip. The nearest airport is the Agua Dulce Airpark, approximately 8.7 miles to the northeast. Other airports in the region include the Whiteman Airport, approximately 10.6 miles to the southeast, and the Van Nuys Airport, approximately 14 miles to the southwest. Because there are no airports within 2 miles of the proposed project site, potential impacts associated with hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of a school would not occur.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less-than-Significant Impact. Development associated with the proposed project would not result in any substantial traffic queuing along any major arterials in the area, including Lost Canyon Road and Soledad Canyon Road,, nor allow any construction vehicles or equipment to park or remain stationary within a roadway. Furthermore, larger construction vehicles entering and exiting the site would be guided by personnel using signs and flags to direct traffic. The development associated with the proposed project would not include any characteristics (e.g., permanent road closures,

[3] The following resources provide information regarding facilities meeting Cortese List requirements:

- List of *Hazardous Waste and Substances* sites from DTSC's EnviroStor database
- List of *Leaking Underground Storage Tank Sites* from SWRCB's GeoTracker database
- List of *solid waste disposal sites* identified by SWRCB with waste constituents above hazardous waste levels.
- List of "active" Cease and Desist Orders and Cleanup and Abatement Orders from SWRCB.
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC.

long-term blocking of road access) that would physically impair or otherwise interfere with emergency response or evacuation in the project vicinity, including the 2021 Santa Clarita Local Hazard Mitigation Plan.

The Santa Clarita Valley has freeway access along three routes, I-5 and SR-14 going north and south and SR 126 going west, to use for evacuation purposes in the event of an emergency. Implementation of the proposed project would alter travel through the project area; however, it is not expected to affect the aforementioned evacuation routes.

Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, making impacts less than significant.

g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

Less-than-Significant Impact. The project site is not within a local VHFHSZ or a state responsibility area. The nearest VHFHSZs are approximately 0.1 mile north of the project site and approximately 0.1 mile south of the project site. As such, although the project itself would not be within a VHFHSZ or expected to exacerbate wildfire hazards, the project site could be adversely affected in the event of a catastrophic wildfire in the City. However, this impact is considered less than significant due to the generally urbanized nature of the project area and the proximity of the project site to several major roadways and highways, allowing for a variety of evacuation routes extending in a variety of directions. The nearest fire station to the project site is LACOFD Station 107, which is 0.8 mile west of the project site, on Soledad Canyon Road, which would help provide firefighting services in the event of a fire at or near the project site. The project would be designed to comply with all fire safety rules and regulations, including the California Fire Code and Public Resources Code. Additionally, the Los Angeles County Fire Department would review the project site plans prior to issuance of building permits. Therefore, impacts would be less than significant, and no mitigation is required.

Mitigation Measures

No mitigation measures are required.

Project Design Features

No project design features are included.

X. Hydrology and Water Quality

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:					
a.	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b.	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
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 that would:				
	1. Result in substantial erosion or siltation on or off site;	☐	☐	☒	☐
	2. Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site;	☐	☐	☒	☐
	3. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
	4. Impede or redirect flood flows?	☐	☐	☒	☐
d.	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e.	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Discussion

The following discussion is based on the *Hydrology Report for the Soledad Commercial, APNs: 2844-016-012, 2844-016-009* (Hydrology Report) prepared by Alliance Land Planning & Engineering, Inc. (2021) and the *Urban Stormwater Mitigation Plan/Low Impact Development Report, Soledad Commercial APNs: 2844-016-012, 2844-016-009* (USMP/LID Report), prepared by Alliance Land Planning & Engineering, Inc. (2020) (Appendix H).

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less-than-Significant Impact. The project site is currently vacant, and the existing drainage for the project site sheet flows in a westerly direction, draining into an 18-inch storm drain on Soledad Canyon Road that is owned and maintained by the Los Angeles County Flood Control District.

Project construction would have the potential to affect the quality of stormwater runoff. Typically, runoff picks up pollutants as it flows over the ground or paved areas and carries these pollutants into the storm drain system or directly into natural drainages. The NPDES program regulates point source and nonpoint source discharges to surface waters. Under this section, municipalities are required to obtain permits for the water pollution generated by stormwater in their jurisdiction. These permits are known as Municipal Separate Storm Sewer Systems (MS4) permits. Stormwater and non-stormwater flows enter and are conveyed through the MS4 and discharged to surface water bodies of the Los Angeles region. These discharges are regulated under countywide waste discharge requirements contained in Order No. R4-2012-0175 (NPDES Permit No. CAS004001).

As discussed in Section VII, *Geology, Soils, and Paleontological Resources*, to avoid adverse impacts on water quality, the project would be required to obtain NPDES Construction General Permit (State Water Resources Control Board 2021). Construction activities covered under the Construction General Permit include clearing, grading, and disturbances to the ground, such as stockpiling, or excavation. The Construction General Permit would require the development and implementation SWPPP, which includes BMPs to regulate stormwater runoff, including measures to prevent soil erosion (typical construction BMPs can include silt fences, straw waddles, sediment traps, gravel sandbag barriers, etc.) and loss of topsoil. In addition, erosion protection measures are included in the Geotechnical Investigation intended to be implemented during site grading activities.

Once developed, all runoff from the project would be captured in area drains and routed through an underground storm drain system which would connect into the existing 18-inch storm drain on Soledad Canyon Road. Prior to discharging into this system, the first-flush runoff would be treated in an underground infiltration system/chamber in the western portion of the project site. Potential sources of pollutants could include landscaped areas, the fueling station, car wash facility, and commercial buildings. These potential pollutants could include pathogens; nutrients; pesticides; organic compounds; oxygen demanding substances; trash and debris; oils and grease; sediments; and metals.

The project's proposed infiltration chambers/system would remove potential pollutants by filtering the runoff through natural earth/soil prior to entering the underground aquifer. Furthermore, the project's fueling and car wash area would comply with the City of Santa Clarita and California Stormwater Quality Association SD-30 Fueling Area guidelines and SD-33 Vehicle Washing Areas guidelines that are designed to avoid and eliminate pollutants entering the stormwater system.

During flood events, the total flowrate that would be generated by the project and discharged into the 18-inch storm drain is estimated to be 6.56 cubic feet per second (cfs), which would be below the storm drain's design capacity of 236 cfs. With incorporation of the infiltration system/chamber into the project design, as well as compliance with MS4 permit and NPDES permit requirements, the project would not violate any water quality standards or waste discharge requirements. As such, project impacts would be less than significant.

b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less-than-Significant Impact. The project site is within the Santa Clara River Valley Subbasin of the Santa Clara River Valley Groundwater Basin. Groundwater in the Santa Clara River Valley Subbasin is replenished by the Santa Clara River and its tributaries and stormwater percolation.

The maximum depth of excavation associated with construction of the project would be 8 feet. According to the Geotechnical Investigation, groundwater was not encountered within the test borings drilled for the investigation that extended to a maximum depth of 51.5 feet. As such, construction dewatering is unlikely to occur, and groundwater impacts related to construction of the project would be minimal.

Implementation of the project would not involve the installation of any groundwater wells nor otherwise directly withdraw any groundwater. The commercial uses associated with the project would be served by the SCVWA. As required by the California Urban Water Management Planning Act, in June 2021, SCVWA adopted the 2020 Urban Water Management Plan, Water Shortage Contingency Plan, the Water Conservation and Water Shortage Ordinance, and an addendum to the 2015 Urban Water Management Plan. According to Table 4-1 of the SCVWA 2020 Urban Water Management Plan (2020 UWMP), in 2020, SCVWA received approximately 26.1 percent of its water supply from groundwater, 0.7 percent from recycled water, 38.8 percent from imported water, and 34.4 percent from banked water (SCVWA 2020).

Groundwater supply in the region is currently drawn from the Santa Clara River Valley East Groundwater Basin. The groundwater basin is currently governed by the 2003 Groundwater Management Plan (GWMP) until the SCV and other regional entities in the basin complete development of an approved Groundwater Sustainability Plan pursuant to the Sustainable Groundwater Management Act. The GWMP contains four management objectives, or goals: (1) development of an integrated surface water, groundwater and recycled water supply to meet existing and projected demands for municipal, agricultural and other water uses; (2) assessment of groundwater basin conditions to determine a range of operational yield values that use local groundwater conjunctively with supplemental State Water Project supplies and recycled water to avoid groundwater overdraft; (3) preservation of groundwater quality, including active characterization and resolution of any groundwater contamination problems; and (4) preservation of interrelated surface water resources, which includes managing groundwater to not adversely impact surface and groundwater discharges or quality to downstream basin(s) (SCVWA 2018). Although the project would increase demand on groundwater resources, the GWMP and future management plan would implement strategies to reduce future groundwater demand through development of management strategies such as recycled water programs.

In addition, the SCVWA 2020 UWMP has planned for growth within the SCVWA service area for the next 30 years. SCVWA has made an allowance for future water demand estimates. Future demand services are based on historical growth rates in the service area. Based on these projections, it would appear that SCVWA has adequately made allowance for water demand increases for both domestic and commercial water supply, including groundwater, over the next 30 years.

Therefore, the project would not substantially decrease groundwater supplies nor impede sustainable groundwater management of the basin, and impacts would be less than significant.

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 that would:

i) Result in substantial erosion or siltation on or off site?

Less-than-Significant Impact. Project construction activities would include site preparation, grading and excavation, and building construction. These activities have the potential to temporarily alter existing drainage patterns and flows on the project area by exposing the underlying soils and accelerating erosion and siltation. However, the Applicant would implement an SWPPP, which would include erosion and sediment control and pollution prevention BMPs. Therefore, construction impacts on surface water hydrology drainage patterns with respect to potential for erosion or siltation would be less than significant.

ii) Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site?

iii) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less-than-Significant Impact. Project construction activities would include site preparation, grading and excavation, and building construction. These activities have the potential to temporarily alter existing drainage patterns and flows on the project area by exposing the underlying soils and accelerating erosion and siltation.

Under existing conditions, the project site is relatively flat, and stormwater runoff drains in a westerly direction to an existing 18-inch storm drain on Soledad Canyon Road. During construction, existing drainage patterns could be altered temporarily through minor grading, potentially resulting in temporary erosion. BMPs would be implemented to manage runoff and potential erosion, as described in the SWPPP in compliance with the Construction General Permit. Good housekeeping practices identified in the SWPPP would prevent runoff and contain associated sediment.

With implementation of the project, new impervious surface area would be added as part of the project, including a refueling facility and associated parking and commercial buildings. However, a substantial amount of landscaping would be incorporated within the project site, particularly along the western edge of the project site, where the site runoff flows under existing conditions. The project would require construction of new drainage and water quality features. After completion of the project, all runoff from the site would be captured in area drains and routed through an underground storm drain system. That system would tie in to the 18-inch storm drain on Soledad Canyon Road. Before discharging into the system, the first-flush runoff would be treated in an underground infiltration chamber that would be in the western portion of the project site. Landscaping onsite would also provide stormwater treatment to surface runoff through biological uptake as water infiltrates into the ground.

The project outlets to an existing 18-inch storm drain lateral with an existing flow rate of 4 cfs and a mainline capacity of 236 cfs. Although the flow rate would increase to 6.56 cfs after project implementation, flows would not exceed the capacity of the existing 18-inch storm drain. As a result, project operations would not result in flooding, adversely impact the capacity of the existing storm drain system, nor worsen an existing flood condition. Therefore, impacts would be less than significant, and no mitigation is required.

iv) Impede or redirect flood flows?

Less-than-Significant Impact. The project is in FEMA Zone X, outside of the flood hazard area on the Federal Emergency Management Agency's (FEMA) flood insurance rate map, which means the project site is within an area of minimal flood hazard and determined to be outside the 500-year flood and protected by levee. Implementation of the project would not impede or redirect flood flows. Impacts would be less than significant.

d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less-than-Significant Impact. The project is in FEMA Zone X, outside of the flood hazard area on the FEMA flood insurance rate map. Additionally, the project area is not within an area susceptible to tsunamis or seiches. Therefore, the risk of pollutant discharge from floods, tsunamis, or seiches would be low, and impacts would be less than significant.

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less-than-Significant Impact. Water quality control plans applicable to the project include the Los Angeles Water Quality Control Board's *Water Quality Control Plan, Los Angeles Region: Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties* (Basin Plan), and the City's Water Quality Report. Adopted by the Los Angeles Water Quality Control Board, the Basin Plan designates beneficial uses for surface and groundwaters, sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy, and describes implementation programs to protect all waters in the Los Angeles Region. In addition, the Basin Plan incorporates (by reference) all applicable state and regional Board plans and policies and other pertinent water quality policies and regulations. The City's Water Quality Report was developed by the SCVWA Agency with the primary mission of providing responsible water stewardship to ensure that the Santa Clarita Valley has reliable supplies of high-quality water at a reasonable cost.

As previously discussed, the project would comply with applicable water quality regulatory requirements, including the implementation of an SWPPP, stormwater BMPs, and Low-Impact Design, which would include the installation of an underground infiltration system/chamber to minimize potential offsite surface water quality impacts and contribute to a reduction in water quality impacts within the overall Santa Clara River Watershed. Compliance with these regulatory requirements and implementation of the Low-Impact Design features would reduce potential water quality impairment of surface waters and would not adversely affect beneficial uses of surface water drainages within the Basin Plan area.

With respect to groundwater management, although the project would increase demand on groundwater resources, the GWMP and future management plan would implement strategies to reduce future groundwater demand through development of management strategies such as recycled water programs. Additionally, the project's induced population growth is within the population projection parameters provided in the 2020 UWMP. Therefore, the project would not substantially decrease groundwater supplies, nor impede sustainable groundwater management of the basin. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Project Design Features

No project design features are included.

XI. Land Use and Planning

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:					
a.	Physically divide an established community?	☐	☐	☐	☒
b.	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Discussion

a. Physically divide an established community?

No Impact. The proposed project would involve construction of a full-service refueling facility, car wash, market and a fast-food drive-through facility on a currently vacant site. The project site does not constitute a means of connectivity, ingress, or egress for a community. Rather, the project is surrounding by existing development and roadways. The use of a new fueling station with axillary commercial uses would complement existing residential and commercial uses, including the new Vista Canyon mixed-use development under development to the south of the project. The project would not involve features such as a highway, aboveground infrastructure, or an easement through an established neighborhood, which would have the potential to physically divide an established community. Therefore, the proposed project would not physically divide an established community or impede access between neighborhoods and other areas of the City by creating physical blockages. Rather, the proposed project would be generally consistent with existing land use patterns in the project area. No impact would occur.

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?

Less-than-Significant Impact. Land use plans and policies applicable to the project area are set forth in the City's General Plan and Zoning Ordinance. These are discussed below.

General Plan Consistency

The City's General Plan sets forth an overall vision for the City and the Santa Clarita Valley as a whole, as well as guiding principles for development in the City and goals, policies, and objectives for each of the topics covered by the General Plan elements (i.e., land use, economic development, circulation, noise, conservation and open space, safety, and housing). The Land Use Element of the General Plan (City of Santa Clarita 2011c) is the long-term blueprint for development of property to meet the City's future needs for new housing, retail, office, industrial, parks, open space, and other uses. The Land Use Element contains a Land Use Map and goals, policies and programs designed to address the development issues facing the community through a variety of land use planning strategies, along with the type, intensity, quality, and location of future uses within the planning area.

The physical setting and history of the Santa Clarita Valley have combined to create several distinctive communities, each with its own special character, development patterns, and lifestyles. Topographically, many neighborhoods are separated from adjacent development by ridgelines or canyons. The Santa Clara River and I-5, both of which transect the planning area, also act as barriers that separate communities. The General Plan Land Use designation for the project site is CC. This designation is intended for business providing retail and service uses that primarily serve the local market. The following General Plan Land Use Element goals and policies listed below are relevant to the project:

Urban Form

Goal LU 1: An interconnected Valley of Villages providing diverse lifestyles, surrounded by a greenbelt of natural open space.

Policy LU 1.1.2: On the Land Use Map, concentrate urban development within flatter portions of the Santa Clarita Valley floor in areas with limited environmental constraints and served with infrastructure.

Policy LU 1.1.5: Increase infill development and re-use of underutilized sites within and adjacent to developed urban areas to achieve maximum benefit from existing infrastructure and minimize loss of open space, through redesignation of vacant sites for higher density and mixed use, where appropriate.

Policy LU 1.2.4: In Canyon Country, promote revitalization along Sierra Highway from Soledad Canyon Road to Vasquez Canyon Road by encouraging retail and service uses, and enhance on and off ramps along the Antelope Valley Freeway with landscape amenities and appropriate uses.

Economic Vitality

Policy LU 4.3.4: Promote business development that upgrades and revitalizes older commercial corridors, including Lyons Avenue, Railroad Avenue/Newhall Avenue, Main Street and Soledad Canyon Road, in a manner that reflects each area's character, architecture, and history.

Community Appearance

Policy LU 6.3.1: Promote planting of street trees throughout urban areas in the Santa Clarita Valley.

Policy LU 6.5.1: Require use of high quality, durable, and natural-appearing building materials pursuant to applicable ordinances.

Policy LU 6.5.3: Require architectural enhancement and articulation on all sides of buildings (360 degree architecture), with special consideration at building entrances and corners, and along facades adjacent to major arterial streets.

Policy LU 6.5.4: Evaluate new development in consideration of its context, to ensure that buildings create a coherent living environment, a cohesive urban fabric, and contribute to a sense of place consistent with the surrounding neighborhoods.

Environmentally Responsible Development

Goal LU 7: Environmentally responsible development through site planning, building design, waste reduction, and responsible stewardship of resources.

The project would be consistent with these goals and policies. The project would include community serving commercial uses (i.e., fueling station, car wash, retail and restaurant uses) consistent with the underlying General Plan land use designation and would serve the local area and be compatible with existing uses. The project site is relatively flat and does not include hillside areas or protected ridgelines that would be removed or altered as a result of the project. The project would not promote leapfrog development or urban sprawl and is, instead, an infill site, adjacent to the major corridors of SR-14 and Soledad Canyon Road in a developed area that includes commercial and residential development. Although the project is adjacent to the Santa Clara River, it would not involve development within the river, nor adversely affect the river.

Consistent with land use policies addressing urban design and community appearance, a substantial amount of landscaping would be incorporated within the project site to provide a natural and attractive setting for the new commercial development and blend with the low-density surrounding environment. The project would incorporate native and drought-tolerant trees, vines, shrubs, and groundcover and provide 137 trees, including coast live oak, Chinese elm, California sycamore, crape myrtle, and cherry laurel, among others. Ten of the trees would be street trees along Soledad Canyon Road and Vista Canyon Boulevard. The trees and landscaping would be planted on the perimeter of the project site and border the buildings and parking areas, trash receptacles, and aboveground utilities, as permitted per the City Municipal Code. A substantial amount of landscaping would be along the western edge of the project site where it narrows, near a proposed bus stop.

The architectural style of the project, Rustic Californian, would include a number of design elements to blend with the surrounding natural environment, as well as the built environment, to create a cohesive urban fabric and contribute to a sense of place consistent with the surrounding neighborhoods. Building materials would be of a high quality, durable, and natural appearing. Large storefront windows and seating areas with umbrellas and landscaping would be provided in front of the main building. For these reasons, the proposed project would be generally consistent with the overall vision and principles established in the General Plan, including those pertaining to environmental protection and impact avoidance.

Zoning Ordinance Consistency

The project area has a zoning designation of CC. The CC zone is intended for businesses providing retail and service uses which primarily serve the local market. Development requirements in the CC zone require a maximum height of 35 feet (with no Conditional Use Permits), a maximum floor-area ratio of nonresidential uses of 0.75, 10-foot setbacks from a major highway, and 5-foot setbacks from a public right-of-way.

The project would be consistent with these development standards. The land use associated with the project would be consistent with the uses permitted in the CC zone. The main building on the project site would be the convenience store and attached store/fast-food drive-through facility and would be 24 feet in height with a 21-foot fuel canopy and, as such, would be under the maximum height permitted in the CC zone. The project would include 10-foot setbacks along Soledad Canyon Road and Vista Canyon Boulevard and have a floor-area ratio of 0.75, consistent with the CC zone. As such, the project would be consistent with development standards in the CC zone.

In summary, the proposed project would not conflict with the policies set forth in applicable land use plans such that a significant environmental impact would result. Impacts would be less than significant, and no mitigation is required.

Mitigation Measures

No mitigation measures are required.

Project Design Features

No project design features are included.

XII. Mineral Resources

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

Discussion

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?

No Impact. According to CalGEM, there are no oil, gas, geothermal, or other known wells within the project area (CalGEM 2021). As such, the proposed project would not have the potential to interfere with extraction of oil, gas, or geothermal resources.

The project site is within the Saugus–Newhall and Palmdale Production-Consumption Region, as mapped by the Division of Mines and Geology (renamed the California Geological Survey in 2006). The Division of Mines and Geology mapped the project site within Mineral Resource Zone 2, a designation given to "areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence" (California Geologic Energy Management Division 1984). As such, there is the potential for mineral resources to be present within a portion of the project site. However, there are no active mine operations at the project site or on the surrounding properties. Additionally, the project site is zoned and designated for commercial uses. As such, use of the site for mining activities would be inconsistent with the land use plans and policies that apply to the project site. Additionally, mineral extraction activities at the project site would not be compatible with the existing surrounding land uses. As such, the project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No impact would occur.

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?

No Impact. The City has a mineral/oil conservation overlay zone, and two areas within the City are mapped within this zone (City of Santa Clarita 2021). The project site is not within either of these areas, and the closer of these two areas is more than 3 miles southwest from the project site (City of Santa Clarita 2021). Furthermore, the City has designated the project site for commercial uses. As such, the project would not result in the loss of availability of a known locally important mineral resource site that has been delineated on a local land use plan. No impact would occur.

Mitigation Measures

No mitigation measures are required.

Project Design Features

No project design features are included.

XIII. Noise

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:					
a.	Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	☐	☐	☒	☐
b.	Generate excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c.	Be 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 and expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Discussion

The analysis for the proposed project is taken from the Noise Technical Report for the Soledad Commercial Project, prepared by Pomeroy Associates (2021c), in Appendix I.

Noise-sensitive receptors within close proximity of the project site include residences to the north (approximately 300 feet to the north, measured at the nearest point). Noise sensitive receptors surrounding the project site are shown in Figure 9.

Noise measurements were taken to establish baseline noise conditions at four locations in the vicinity of the project site. The location of the noise measurements are shown in Figure 9. The noise survey was conducted using the 3M SoundPro SP DL-1 sound level meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2006) – Specification for Sound Level Meters/Type 1 and is consistent with the sound level meter definition established in the SCMC. This instrument was calibrated and operated according to the manufacturer's written specifications. At the measurement sites, the microphone was placed at a height of approximately 5 feet above grade. The results of the noise measurements are summarized in Table 2-13. As shown in Table 2-13, the daytime ambient noise levels ranged from 64.0 A-weighted decibels (dBA) equivalent continuous sound level (L_{eq}) to 73.6 dBA L_{eq} in the vicinity the project site.

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Figure 9
Noise Monitoring and Sensitive Receptor Location Map

Table 2-13. Existing Noise Levels in the Vicinity of the Project Site

No.	Noise Measurement Location	Primary Noise Sources	Noise Levels (dBA) L_{eq}	L_{min}	L_{max}
1	Southeast corner of the project site along Lost Canyon Road.	Traffic activity along SR-14 and Soledad Canyon Road; parking lot to the east across Lost Canyon Road.	65.3	57.8	74.2
2	Northeast corner of the project site along Soledad Canyon Road	Traffic activity along I- and Soledad Canyon Road.	72.5	57.2	83.5
3	West corner of the project site along Soledad Canyon Road	Traffic activity along I- 14 and Soledad Canyon Road.	73.6	60.0	87.1
4	Adjacent to the residences located north of the project site	Traffic activity along I -14 and Soledad Canyon Road. Light park-related activity.	64.0	57.4	71.5

Noise measurements were conducted on February 16, 2021 and November 5, 2021. Noise monitoring data files are provided in Appendix H to this document.
dBa = A-weighted decibels; L_{eq} = equivalent continuous sound level; L_{max} = maximum sound level; L_{min} = minimum sound level; SR = State Route

a. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?

Less-than-Significant Impact.

Construction

Construction of the project would require the use of heavy equipment for grading/site preparation and the installation of utilities, paving, and building construction. Construction phases would require a different mix of equipment operating during each phase which would result in increased noise levels during construction. The Federal Highway Administration's Roadway Construction Noise Model has compiled data regarding the noise-generating characteristics of specific types of construction equipment and typical construction activities. The data pertaining to the types of construction equipment and activities that would occur at the project site are presented in Table 2-14.

Table 2-14. Noise Range of Project Construction Equipment

Equipment	Estimated Usage Factor %[a]	Typical Noise Level at 50 Feet (dBA L_{max})
Air Compressor	40	77.7
Backhoe	40	77.6
Crane	16	80.6
Dozer	40	81.7
Excavator	40	80.7
Forklift	20	75.0
Generator	50	80.6
Grader	40	85.0
Dump Truck	40	76.5
Paver	50	77.2

Equipment	Estimated Usage Factor %[a]	Typical Noise Level at 50 Feet (dBA L_{max})
Paving Scarifier	20	89.5
Roller	20	80.0
Scraper	40	83.6
Tractor	40	84.0
Welders	40	74.0

Source: FHWA 2006.
[a] *Usage factor* represents the percentage of time the equipment would be operating at full speed.
dBa = A-weighted decibels; L_{max} = maximum sound level

The construction noise levels forecasted for the sensitive receptors would range from 69.8 dBA L_{eq} during site preparation/grading/foundations phases to 70.7 dBA L_{eq} during structural building/finishing/paving phases. Increases in noise levels at sensitive receptors during construction would be intermittent and temporary and would not generate continuously high noise levels at noise sensitive receptors. In addition, the construction noise experienced at sensitive receptors during the initial periods of construction (i.e., site preparation/grading/foundations) typically would be reduced in the later construction periods (i.e., interior building construction). As the structures are built, the noise from interior construction work would be reduced at offsite locations because the proposed structures would break the line-of-sight noise transmission from the interior construction area to the exterior areas of sensitive receptors.

The City, in SCMC 11.44.080, regulates construction noise by limiting construction activity through the requirement that no person would engage in any construction work that requires a building permit from the City on sites within 300 feet of a residentially zoned property, except between the hours of 7 a.m. to 7 p.m., Monday through Friday, and 8 a.m. to 6 p.m. on Saturday. Furthermore, no work would be performed on New Year's Day, Independence Day, Thanksgiving, Christmas, Memorial Day, or Labor Day. Because the project site is not within 300 feet of a residentially zoned property, the project would meet this standard. Thus, although construction activity could increase noise levels in the vicinity of the project site, the proposed construction activity would occur within the criteria set forth in the City's Noise Ordinance. Therefore, because project construction activity would be consistent with the standards established in the City Noise Ordinance, construction noise impacts would be less than significant, and no mitigation is required.

Operations

The property is zoned CC and has a General Plan designation of Commercial. Based on the description above, the components of the proposed project would be consistent with the project site's CC zoning and General Plan designation of Commercial. Therefore, the project would be consistent with the intended build out and use of the project site identified in the City's General Plan and zoning code. As stated previously, the Noise Element identifies current noise conditions within the planning area and projects future noise impacts resulting from continued growth allowed by the Land Use Element. Thus, because the project would be consistent with the existing zoning and Land Use Element of the General Plan, the project also would be consistent with the planned future noise impacts resulting from general plan build-out. Operational noise impacts with respect to land use consistency would be less than significant.

With respect to existing noise sources in the vicinity of the project site, noise is primarily generated by vehicle activity on SR-14 and Soledad Canyon Road. Additionally, commercial uses to the east of the project site also contribute to the ambient conditions. Thus, existing ambient noise sources

primarily include vehicular travel, access and parking, landscape maintenance, and operation of heating, ventilation, and air conditioning (HVAC) units.

As shown in Table 2-14, above, the ambient noise levels ranged from 64.0 dBA L_{eq} to 73.6 dBA L_{eq} in the vicinity the project site. As part of the project, new mechanical equipment, HVAC units, and exhaust fans could be installed on the roof or near the proposed new structures. Although the operation of this equipment would generate noise, the design of these onsite HVAC units and exhaust fans would be required to comply with the regulations of the SCMC. Specifically, SCMC 11.44.070 states that any noise level from the use or operation of any machinery, equipment, pump, fan, air conditioning apparatus, refrigerating equipment, motor vehicle, or other mechanical or electrical device, or in repairing or rebuilding any motor vehicle, that exceeds the noise limits as set forth in SCMC 11.44.040 at any property line or, if a condominium or rental units, within any condominium unit or rental unit within the complex, would be a violation of this chapter. In addition to these requirements, the project would screen mechanical equipment as feasible and necessary to meet City noise standards. The method of screening would be compatible architecturally with project features and blend with the building designs.

As such, compliance with SCMC 11.44.070 would ensure that noise from these stationary sources would be less than significant. With respect to noise generated from the proposed carwash and associated air blowers used to dry the vehicles, a field noise measurement was conducted at a gas station and carwash in the project vicinity that operates in a manner similar to what is proposed by the project. Based on this information, noise levels at 50 feet from the carwash air blowers was measured at 64.5 dBA L_{eq}. As stated previously, the ambient noise levels at the residential uses 300 feet to north of the project site is 64.0 dBA L_{eq}. Thus, based on the measured carwash noise levels and the setback distance to the residential receptors, noise levels associated with the proposed carwash and air blowers would be imperceptible at the residential receptors, and this impact would be less than significant.

With respect to the project's traffic noise, in order for a new noise source to be audible, there would need to be a 3 dBA or greater Community Noise Equivalent Level (CNEL) noise increase. As a general rule, the traffic volume on any given roadway would need to double in order for a 3 dBA increase in ambient noise to occur. Thus, if a project would result in traffic that is less than double the existing traffic, then the project's mobile noise impacts can typically be assumed to be less than significant. Based the project's trip generation, the proposed development would result in a maximum increase of 2,006 Net Total External (New) Daily Trips, including 121 AM peak hour trips and 160 PM peak hour trips. Based on the project's Local Transportation Assessment, the existing average daily trips (ADT) for Soledad Canyon Road at Lost Canyon Road is approximately 27,300; under the Existing Plus Project, ADT for this segment would be approximately 29,300. Therefore, because the project would not have the potential to double the traffic volumes on any roadway segment in the vicinity of the project site, the project would not have the potential to increase roadway noise levels by 3 dBA CNEL at any location. Thus, traffic-generated noise impacts would be considered less than significant.

With respect to the project's parking, noise would be generated by activities within the proposed onsite surface parking areas associated with the project. Sources of noise within the parking areas would include engines accelerating, doors slamming, car alarms, and people talking. Noise levels within the parking areas would fluctuate with the amount of automobile and human activity. It is anticipated that parking related noise would be substantially similar to the existing noise generated by existing freeway and roadway activity, street parking, and parking associated with the existing

commercial uses to the east of the project site. As such, noise impacts associated with the project's parking areas would be less than significant, and impacts from construction and operations of the proposed project would be less than significant.

b. Generate excessive groundborne vibration or groundborne noise levels?

Less-than-Significant Impact.

Construction

Construction activities that would occur within the project site would have the potential to generate low levels of groundborne vibration. Table 2-15 identifies various perturbation projection vector (PPV) and root mean square (RMS) velocity (in vibration decibels [VdB]) levels for the types of construction equipment that would operate during the construction of the project.

Table 2-15. Vibration Source Levels for Construction Equipment

	Approximate PPV (in/sec)				Approximate RMS (VdB)			
Equipment	25 Feet	50 Feet	75 Feet	100 Feet	25 Feet	50 Feet	75 Feet	100 Feet
Large Bulldozer	0.089	0.031	0.017	0.011	87	78	73	69
Caisson Drilling	0.089	0.031	0.017	0.011	87	78	73	69
Loaded Trucks	0.076	0.027	0.015	0.010	86	77	72	68
Jackhammer	0.035	0.012	0.007	0.004	79	70	65	61
Small Bulldozer	0.003	0.001	0.0006	0.0004	58	49	44	40

Source: FTA 2018.
in/sec = inches per second; PPV = perturbation projection vector; RMS = root mean square; VdB = vibration decibels

With respect to human annoyance, the nearest vibration-sensitive uses are residences 300 feet to the north. Based on the data in Table 2-15 and the FTA)'s annoyance assessment procedures for vibration, the nearest sensitive receptor could experience construction related vibration levels of approximately 54.6 VbB. This is calculated by the following equation, (Lv_{ref}-30*log(D/25), where:

Lv_{ref} = the reference RMS (for the case of a large bulldozer 78 VdB);

D = the distance to the receiver.

This equation is included in the FTA Transit Noise and Vibration Impact Assessment. These levels would not exceed the FTA's vibration impact threshold of 72 VdB for residential uses. As such, there also would be no potential for the project to exceed the FTA's vibration impact threshold of 72 VdB for residences and buildings where people normally sleep. In addition, and similar to construction noise sources, the project would be consistent with SCMC 11.44.080 (Special Noise Sources – Construction and Building), which regulates construction activity in the City. Although this section of the SCMC is applicable to construction noise, it would also ensure that any nuisance related to construction vibration would not occur during sensitive hours. Therefore, vibration impacts with respect to human annoyance would be less than significant.

With respect to building damage, heavy project construction activities would not occur within close proximity to any known offsite historical building or building that is extremely susceptible to vibration damage. Vibration thresholds relative to historic and potentially historic buildings are more restrictive than the threshold for nonengineered timber and masonry buildings. Specifically,

project construction activities could result in significant impacts if a PPV groundborne vibration level was to exceed 0.12 inches per second at any historical building or building that is extremely susceptible to vibration damage. Because there are no known offsite historical buildings or buildings that are extremely susceptible to vibration damage within 25 feet of heavy project construction activities (resulting in a peak PPV of 0.089 inches/second), there is no potential for the project to generate ground-borne vibration levels that exceed the threshold of 0.12 inches per second at a historical building, or any building that is extremely susceptible to vibration damage. Thus, impacts with respect to building damage would be less than significant.

Operations

The project would not include any stationary equipment or operational components that would result in vibration levels noticeable at nearby vibration-sensitive receptors. Groundborne vibration at the project site and immediate vicinity currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) on the nearby local roadways, and the proposed land uses at the project site would not result in substantial increased use of these heavy-duty vehicles. Therefore, operational vibration impacts associated with operation of the project would be less than significant.

c. Be 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 and expose people residing or working in the project area to excessive noise levels?

No Impact. The project site is not within 2 miles of a public or private use airport or airstrip. The nearest airport is the Agua Dulce Airpark, approximately 8.7 miles to the northeast. Other airports in the region include the Whiteman Airport, approximately 10.6 miles to the southeast, and the Van Nuys Airport, approximately 14 miles to the southwest. Additionally, the project does not include a residential component. As such, the project would not expose people residing or working in the project area to excessive noise levels, and no impacts would occur.

Cumulative Impacts: Noise

Construction

Construction of the project in combination with related projects could result in an increase in construction-related noise and vibration levels in this urbanized area of the City. However, all of the related projects would be subject to the SCMC, which limits the hours of allowable construction activities. In addition, each of the related projects could be subject to additional project-specific mitigation measures aimed at the reduction of construction noise and vibration levels. Furthermore, because noise is a localized phenomenon and decreases in magnitude as distance from the source increases, it is unlikely that project-related construction activities would combine with construction activities associated with the related projects to generate a cumulatively considerable noise and vibration impact during construction. As such, cumulative impacts with respect to construction noise and vibration would be less than significant.

Operations

Cumulative mobile source noise impacts would occur primarily as a result of increased traffic on local roadways due to the project, ambient growth, and related projects/cumulative development within the study area. As discussed previously, the project would not have the potential to double

the traffic volumes on any roadway segment in the vicinity of the project site and, thus, the project would not have the potential to increase roadway noise levels by 3 dBA CNEL at any location. Therefore, the project would not have the potential to generate a cumulatively considerable roadway noise impact, and this cumulative impact is less than significant.

Mitigation Measures

No mitigation measures are required.

Project Design Features

Although impacts from construction would be less than significant, PDF NOI-1 listed below would be included to further reduce construction noise to the greatest extent practical.

PDF-NOI-1.

- Noise and groundborne vibration construction activities whose specific location on the Project Site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest off-site land uses.
- When possible, construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- Flexible sound control curtains shall be placed around all drilling apparatuses, drill rigs, and jackhammers when in use.
- The Project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- Barriers such as flexible sound control curtains shall be erected around heavy equipment to minimize the amount of noise on the surrounding land uses to the maximum extent feasible during construction.
- All construction truck traffic shall be restricted to truck routes approved by the City, which shall avoid residential areas and other sensitive receptors to the extent feasible.
- A construction notice shall be prepared and shall include the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the City.

XIV. Population and Housing

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:					
a.	Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☐	☒
b.	Displace a substantial number of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion

a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?

No Impact. The proposed project would result in the development of a full-service refueling facility with a car wash.

Employment increases have the potential to cause population growth because they may draw additional people and their households to the City. Construction of the project would result in a temporary direct increase in construction jobs in the area. However, given the relatively common nature of the construction and schedule anticipated, the demand for construction employment likely would be met within the existing and future labor market in the City and greater Los Angeles County area. If construction workers live outside of the City, these workers would likely commute during the temporary construction period.

As part of the project, the intersection of Soledad Canyon Road and Vista Canyon Boulevard would be modified to allow eastbound U-turn movements. For the project driveway along Vista Canyon Boulevard, an exclusive southbound right-turn lane into the project driveway would be provided; however, these localized roadway improvements would not contribute to population growth. The project does not contain land uses that typically result in direct population growth, such as new homes or large commercial/business centers. The proposed project would employ up to 25 people. This employment increase is not substantial and would not result in substantial unplanned population growth in the City.

Additionally, the proposed project is consistent with underlying land use and zoning designations and is anticipated in long-range planning documents. Therefore, the proposed project would not directly or indirectly result in substantial unplanned population growth in the area, and no impacts would occur.

b. Displace a substantial number of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project site is vacant. As such, the proposed project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No impact would occur.

Mitigation Measures

No mitigation measures are required.

Project Design Features

No project design features are included.

XV. Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a 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:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

Discussion

a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a 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:

Fire protection?

Less-than-Significant Impact. Fire suppression and emergency medical response services for the project site and the surrounding area are provided by the Los Angeles County Fire Department (LACOFD). There are 10 fire stations within Santa Clarita. The nearest fire station to the project site is LACOFD Station 107, which is 0.8 mile west of the project site, on Soledad Canyon Road. The next closest LACOFD station is Station 150, approximately 2.4 miles southwest of the project site. (LACOFD 2021a). Both stations provide emergency medical services, fire and rescue services, and safe haven services.

Based on the nearest fire station locations, the project site would likely be receiving first response fire protection services from Station 107, and secondary, backup response from Station 150. The project would include development of a full-service refueling facility, a car wash, and 4,800-sf market that would be attached to an auxiliary building that could be used for a fast-food drive-through facility. The project is adjacent residential and commercial uses and well served by existing roads, including Soledad Canyon Road and SR-14. As such, the project would not represent a unique land use or type of construction that would require additional fire department resources.

Police protection?

Less-than-Significant Impact. Police protection services in the City are provided by the Los Angeles County Sheriff's Department. The Los Angeles County Sheriff's Department recently (October 2021) finished construction on a new, expanded station at 26201 Golden Valley Road. This station would replace the existing station at 23740 Magic Mountain Parkway, approximately 7 miles from the project site. The new station is approximately 4 miles southwest of the project site and includes a 911 dispatch center, helipad, vehicle maintenance building, and communications tower, as well more office space to accommodate different specialized teams and Detective Bureaus, improving staff communications. The new station is also equipped with integrated technology throughout the site. The original station would remain operational until all of the necessary amenities, computers, and staff can be moved to the new station. The new station is not yet open to the public, but is expected to be operational by the end of 2021 (*Los Angeles Daily News* 2021).

The project would result not result in new residential uses. The project would create a small increase of employees on the project site compared to existing conditions. The increase in employees would represent an incremental increase in demand for police protection services within the City. Although new development may place increased demand on police protection services, the proposed project would not result in the construction or expansion of police facilities, because a new Los Angeles County Sheriff's Department near the project site was recently constructed, and the current staffing and facilities are expected to be sufficient to serve the proposed project. In addition, the proposed project would be required to pay development fees to the Los Angeles County Sheriff's Department prior to issuance of building permits. The proposed project would not, therefore, result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities. As such, impacts would be less than significant, and no mitigation is required.

Schools?

Less-than-Significant Impact. The project site is within the boundaries of the Sulphur Springs Union School District and the William S. Hart Union High School District. The project involves commercial development, which does not directly generate new student load. However, project development would generate employment opportunities, which could attract to the area employees with children, leading to a minimal demand on educational services. The applicant would be required to contribute development impact fees toward the construction of new schools. The impact fees, which would be paid to the school districts, would cover the costs of new facilities required to accommodate any additional student population generated indirectly by commercial development. Under the provisions of SB 50, the payment of impact fees is considered adequate mitigation for CEQA purposes. Project impacts on schools would be less than significant.

Parks?

Less-than-Significant Impact. The project would not involve any direct effects on parks or recreational facilities. Because the project is unlikely to generate a population increase, it would not generate a demand for new or expanded parks or recreational facilities or services. Project impacts on recreational facilities are considered less than significant.

Other public facilities?

Less-than-Significant Impact. Other public facilities and services provided within the City include library services. Canyon Country Jo Anne Darcy Library, at 18601 Soledad Canyon Road, approximately 1 mile west of the project, is the closest library to the project site. Since the project

does not include residential uses, it would not generate a demand for new or library facilities or services. Project impacts on library facilities are considered less than significant.

Mitigation Measures

No mitigation measures are required.

Project Design Features

No project design features are included.

XVI. Recreation

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:					
a.	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b.	Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

Discussion

a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less-than-Significant Impact. The project would not include new residential uses. As such, the project would not generate a growth in population that could potentially result in the increased use of existing parks or recreational facilities. Therefore, project impacts on recreational facilities are considered less than significant.

b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

No Impact. The project does not include recreational facilities or include new residential uses that could potentially require the construction or expansion of recreational facilities. No impact would occur.

Mitigation Measures

No mitigation measures are required.

Project Design Features

No project design features are included.

XVII. Transportation

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:					
a.	Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b.	Conflict or be inconsistent with State CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c.	Substantially increase hazards because of a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d.	Result in inadequate emergency access?	☐	☐	☒	☐

Discussion

The following discussion is based on the *Local Transportation Assessment of the Proposed Soledad Commercial Development Project in the City of Santa Clarita*, prepared by Stantec (2021), the *VMT Assessment for the Soledad Commercial Project in the City of Santa Clarita, CA* (2020), and the the *Drive-Through Queuing Analysis for the Proposed Fast-Food Drive-Through Restaurant in the Soledad Commercial Development Project in the City of Santa Clarita* (2021) (Appendix J).

a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less-than-Significant Impact. The proposed project site is on the southwestern corner of Soledad Canyon Road and Vista Canyon Boulevard (formerly Lost Canyon Road). Access to the project would be via three project driveways: two new driveways on Soledad Canyon Road and one on Vista Canyon. The study area for the Local Transportation Assessment of the Proposed Soledad Commercial Development Project memo included intersections where the proposed project would generally add 50 or more trips during either the AM or PM peak hour. The following three-leg (stop-controlled) study intersection in the immediate vicinity of the project site was selected in consultation with City for analysis.

- Soledad Canyon Road and Vista Canyon Boulevard (Unsignalized)

Existing traffic count data was collected in January 2021 for the study area intersection and a mid-block location to represent existing traffic. However, due to the current COVID-19 pandemic, the collected counts do not represent typical existing traffic conditions. Therefore, an adjustment factor was derived and applied to the new counts to reflect pre-COVID-19 conditions. Project-generated traffic was then added to the existing conditions to represent Existing Plus Project conditions. Opening year cumulative conditions represent traffic at the anticipated project opening year of 2022.

The results of the existing conditions intersection Level of Service (LOS) analysis are shown in Table 2-16. The table shows that the study intersection currently operates at a desirable LOS B during AM and undesirable LOS E during the PM peak hour conditions, based on the average vehicle delay for the movement with the highest individual delay.

Table 2-16. Intersection LOS Summary – Existing Conditions

Int #	Intersection Name	Control Type	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Soledad Canyon Road & Vista Canyon Boulevard	TWSC[1]	11.9	B	38.8	E

Note: Traffic counts adjusted to reflect typical non-COVID conditions.
[1] Delay represents the movement with the highest individual delay.
LOS = Level of Service; TWSC = Two-way stop control

The proposed project's anticipated trip generation is summarized in Table 2-17. As shown in Table 2-17, the proposed project is expected to generate a total of approximately 4,979 ADT, with 322 trips occurring during the AM peak hour and 393 trips occurring during the PM peak hour; however not all project trips are new trips. The vehicles utilizing the drive-through might also utilize the gasoline station and/or car wash, or vice-versa, and hence these are considered complementary uses. Therefore, a conservative 10 percent internal capture rate is assumed for the site overall. With 10 percent internal capture, the project would generate approximately 4,481 daily external trips, 290 external trips during the AM peak hour, and 354 external trips during the PM peak hour. The project would generate approximately 2,006 net new daily trips, 121 net new AM peak hour trips, and 160 net new PM peak hour trips.

Table 2-17. Trip Generation Summary

	Amount	Unit	AM Peak Hour			PM Peak Hour			ADT
			In	Out	Total	In	Out	Total	
Trip Rates									
Convenience Market with Gasoline Pumps (853)	–	TSF	20.30	20.30	40.59	24.65	24.65	49.29	624.20
Automated Car Wash[1]	–	Site	18.00	18.00	36.00	40.50	40.50	81.00	900.00
Fast-Food Restaurant with Drive-through Window (934)	–	TSF	20.50	19.69	40.19	16.99	15.68	32.67	470.95
Trip Generation									
Convenience Store and Gas Station	4.8	TSF	97	97	194	118	118	236	2,996
Automated Car Wash	1.0	Site	18	18	36	41	41	82	900
Fast-Food Restaurant with a Drive-through Window	2.3	TSF	47	45	92	39	36	75	1,083

			AM Peak Hour			PM Peak Hour			
	Amount	Unit	In	Out	Total	In	Out	Total	ADT
Gross Trips			*162*	*160*	*322*	*198*	*195*	*393*	*4,979*
Reduction for Internal Capture	*10%*	–	*-16*	*-16*	*-32*	*-20*	*-19*	*-39*	*-498*
External Trips			*146*	*144*	*290*	*178*	*176*	*354*	*4,481*
Pass-by Trips Reductions	–	–	–	–	–	–	–	–	–
Convenience Store and Gas Station (AM-63%; PM-66%; ADT-64%)	–	–	*-61*	*-61*	*-122*	*-78*	*-78*	*-156*	*-1,933*
Fast-Food Restaurant with a Drive-through Window (AM-49%; PM-50%; ADT-50%)	–	–	*-24*	*-23*	*-47*	*-20*	*-18*	*-38*	*-542*
Net Total External (New) Trips	–	–	**61**	**60**	**121**	**80**	**80**	**160**	**2,006**

Trip Rate Source: ITE 2017, with ITE code in parentheses
[1] Trip Rate Source: *SANDAG 2002.*
Pass-By Trips Source: ITE 2017 for AM and PM, average of AM & PM used for ADT
Note: ITE Trip Generation Handbook does not have pass-by trip reduction data for a Car Wash. Therefore, the Car Wash trip estimates are conservative since a pass-by reduction for the Car Wash is not considered.
ADT = Average Daily Trips; TSF = total square feet

Site Access Circulation

Access to the project site would be via two new driveways on Soledad Canyon Road and a third new driveway on Vista Canyon Boulevard. The three driveways would be under stop control. Each of the driveways would be right-in/right-out only. The intersection of Soledad Canyon Road and Vista Canyon Boulevard would be modified to allow eastbound U-turn movements. For the project driveway along Vista Canyon Boulevard, an exclusive southbound right-turn lane into the project-driveway would be provided.

Peak hour delay values and LOS for the three project driveways based on these peak hour volumes are summarized in Table 2-18. As shown, each of the project driveways is anticipated to operate at LOS D or better.

Table 2-18. Intersection LOS Summary – Project Site Access

		Control	AM Peak Hour		PM Peak Hour	
#	Intersection Name	Type	Delay	LOS	Delay	LOS
1	Soledad Canyon Road & Driveway 1 (west)	TWSC[1]	17.0	C	23.8	C
2	Soledad Canyon Road & Driveway 2 (east)	TWSC[1]	19.8	C	32.2	D
3	Vista Canyon Boulevard & Driveway 3	TWSC[1]	12.0	B	11.1	B

[1] Delay represents the movement with the highest individual delay.
LOS = Level of Service; TWSC = two-way stop-control

Existing Conditions With Project

For analysis of existing conditions with the project, the total volume of trips generated by the proposed project are added to the adjusted existing traffic counts to derive existing With-Project volumes. Peak hour delay values and LOS that correspond with the adjusted existing traffic volumes and the existing plus-project traffic forecasts are shown in Table 2-19, which provides a comparison between the No-Project and the With-Project conditions.

Table 2-19. Intersection LOS Summary – Existing Conditions

			Existing				Existing-Plus-Project					
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		Increase	
#	Intersection Name	Control Type	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	AM	PM
1	Soledad Canyon Road & Vista Canyon Boulevard	TWSC[1]	11.9	B	38.8	E	12.1	B	102.5	F	0.2	63.7
		Signal	–	–	–	–	33.3	C	34.9	C	–	–

[1] Delay represents the movement with the highest individual delay.
LOS = Level of Service; TWSC = two-way stop-control

As shown, the study intersection is anticipated to operate at a desirable LOS B during the AM peak hour and an undesirable LOS F during the PM peak hour. The LOS F delay represents conditions for the side street movement under stop sign control. However, with the installation of a traffic signal, the intersection would operate at a desirable LOS C during AM and PM peak hour conditions. Regardless, a traffic signal warrant analysis was conducted for the intersection of Soledad Canyon Road and Vista Canyon Boulevard and determined that a traffic signal is not warranted at the intersection under Existing-Plus-Project conditions. The traffic signal warrant analysis is discussed below.

Opening Year (2022) Conditions

The project is anticipated to have an opening year of 2022. To estimate the background traffic for 2022, a growth factor of 2 percent per year was applied to the adjusted existing condition traffic counts. In addition, cumulative projects in the proximity of the project site have been identified and trips from these cumulative projects have been estimated and added onto opening year traffic conditions.

A listing of known cumulative projects is provided in Table 2-20. Although all these cumulative projects are not expected to be fully built out by 2022, they are included in this analysis to provide a worst-case condition. Peak hour delay values and LOS that correspond with Opening Year cumulative conditions without and with-project traffic forecasts can be found in Table 2-20, which provides a comparison between the Without Project and the With-Project conditions.

As shown, the study intersection is anticipated to operate at a desirable LOS D during AM and PM peak hour for conditions with the project.

Table 2-20. Intersection LOS Summary – Cumulative Conditions

#	Intersection Name	Control Type	Cumulative without Project				Cumulative with Project				Increase	
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	AM	PM
1	Soledad Canyon Road & Vista Canyon Boulevard	Signal	29.3	C	36.8	D	37.8	D	44.7	D	8.5	7.9

LOS = Level of Service

Traffic Signal Warrant Analysis

A traffic signal warrant analysis was conducted for the intersection of Soledad Canyon Road and Vista Canyon Boulevard. The traffic signal warrant analysis is consistent with the procedures of the California Manual on Uniform Traffic Control Devices.

Table 2-21 summarizes the results of the traffic signal warrant. As shown, a traffic signal is not anticipated to be warranted at the intersection under Existing-with-Project conditions.

Table 2-21. Traffic Signal Warrant – Existing-with-Project Conditions

Location	Major Street Speed (mph)	Approach Lanes		AM Peak Hour		PM Peak Hour		Warrant Satisfied?
		Major Street	Minor Street	Major Street Volume	Minor Street Volume	Major Street Volume	Minor Street Volume	
Soledad Canyon Road & Vista Canyon Boulevard	50	2	3	2,306	4	2,258	9	No

mph = miles per hour

Based on the results of the LOS analyses and the criteria set forth by the City, the study intersection would operate at a desirable level of service during AM peak hour, but undesirable LOS during the PM peak hour. With the installation of a traffic signal, the intersection would operate at a desirable LOS. However, a traffic signal is not expected to be warranted under Existing-Plus-Project conditions. The project was also evaluated under Opening Year cumulative conditions with and without the proposed project and including a new traffic signal at the study intersection. Based on the results of the LOS analyses, the study intersection would operate at a desirable level of service during AM and PM peak hour, and impacts would be less than significant.

Queuing Analysis

A queuing analysis for the proposed drive-through restaurant is required to establish the typical maximum queue length based on the proposed use. The queuing analysis was based on two or three sites in the area with similar use as a case study.

Based on the expected use of the proposed drive-through restaurant, the queuing survey was conducted at the three existing fast-food restaurants shown in Table 2-22, each of which are within

the City of Santa Clarita, during a typical weekday AM (7:00–9:00 a.m.), mid-day (11:00 a.m.–1:00 p.m.), and PM (4:00–6:00 p.m.) peak period and during a Saturday mid-day (11:00 a.m.–1:00 p.m.) peak period in November 2020.

Table 2-22. Fast-Food Drive-Through Maximum Queue Summary

	Weekday			Saturday	
Restaurant	AM (Vehicles)	Mid-Day (Vehicles)	PM (Vehicles)	Mid-Day (Vehicles)	Maximum (Vehicles)
Carl's Jr.	3	7	6	8	8
KFC	N/A	5	7	5	7
Popeye's Chicken	N/A	9	13	11	13
Maximum	3	9	13	11	13
Average					9

Note: KFC and Popeye's Chicken are not open during the weekday AM.

As shown in Table 2-22, the overall average maximum queue over all time periods (except weekday AM, two of the three restaurants are not open during the weekday AM) is nine vehicles, and the maximum queue length is 13 vehicles. The proposed project site plan shows a queuing storage capacity of 12 vehicles within the drive-through lane. Because the potential tenant has not been determined yet, but would be similar in type to the fast-food restaurants like Carl's Jr., KFC, and Popeye's Chicken, the proposed project's vehicle queueing can be reasonably expected to be accommodated within the drive-through lane. Additionally, a potential overflow of the queue could be accommodated in the project's parking lot. Thus, project's queue would not affect the traffic on the adjacent roadways, and impacts would be less than significant.

Transit Impacts

Existing fixed-route bus service to the project site is provided by City of Santa Clarita Transit (Route 5/6) between the hours of 4 a.m. and 11 p.m. on Soledad Canyon Road daily. A new bus stop would be constructed on the project site along Soledad Canyon Road that would connect to existing bus routes. The bus stop would include a permanent stylized shelter with a bench, a trash receptacle, and lighting.

Given the size of the project and that no residential uses are proposed, is anticipated that the existing transit service in the project vicinity would adequately accommodate the increase of project-generated transit trips. Thus, no impacts on existing or future transit services in the project vicinity are expected to occur as a result of the project, and no mitigation measures are required.

Pedestrian and Bicycle Facilities

The *Santa Clarita Non-Motorized Transportation Plan* (City of Santa Clarita 2014) provides guidance for development of bicycle and pedestrian facilities within the City. A Class II Bike Lane along Soledad Canyon Road between Galeton Road and I- 14 and the Santa Clarita Multi-Use Path (Santa Clarita River Trail) are the existing bikeway facilities in the vicinity of the project. A Class II Bike Lane and Class III Bike Route are proposed along Sierra Highway along the segments near Soledad Canyon Road. Pedestrian access to the project area would be provided via pedestrian path from the bus stop to the project site and new sidewalks constructed along Soledad Canyon Road and Vista

Canyon Boulevard into the project site. The project site is in a built-out suburban environment with sidewalks and well connected to neighboring residential and commercial areas. Therefore, the project would not conflict with the circulation system, including bicycle and pedestrian facilities. Impacts would be less than significant, and no mitigation is required.

b. Conflict or be inconsistent with State CEQA Guidelines section 15064.3, subdivision (b)?

Less-than-Significant Impact. The City of Santa Clara currently adopted its VMT policy in June 2020. The policy states that small projects, which are considered projects that generate 110 daily trips or less, are exempt from VMT analysis. Additionally, the VTA Congestion Management Plan guidelines state that a project's traffic impacts should be analyzed during the weekday AM and PM peak periods if it would add more than 100 peak hour trips to the roadway network.

A VMT assessment was prepared in support of the project's environmental documentation and complies with CEQA guidelines that incorporates the requirements of SB 743. Generally, SB 743 moves away from using delay-based LOS as the metric for identifying a project's significant impact to instead use VMT. The analysis has been prepared in accordance with the City of Santa Clarita's VMT analysis guidelines.

The VMT guidelines provide screening criteria that is used to identify if a project is expected to have a less-than-significant impact without conducting a more detailed VMT analysis. The screening criteria is based on project size, low VMT area, transit priority area, or affordable housing, as shown in Table 2-23.

Table 2-23. Project Screening Criteria and Threshold

Category	Criteria/Screening Threshold	Threshold	Does Project Meet Threshold
Project Size Screening	Small projects can be screened out from completing a full VMT analysis.	If the project generates less than 110 trips per day, the project is assumed to have a less-than-significant impact. Local-serving retail of less than 50,000 square feet may also be presumed to have a less-than-significant impact.	Yes
Low VMT Area Screening	Residential and office projects that are in areas with low VMT and are similar in character to the existing development can be screened out from completing a full VMT analysis.	If the project is in a low VMT area, and the project is similar in character to the existing development, the project is assumed to have a less-than-significant impact.	No

Category	Criteria/Screening Threshold	Threshold	Does Project Meet Threshold
Transit Priority Area Screening	Projects within ½ mile of a major transit stop or a stop located along a high-quality transit corridor generally reduce VMT and therefore can be screened out from completing a full VMT analysis.	If the project is within ½ mile of a major or high-quality transit stop/corridor, the project is assumed to have a less-than-significant impact. The project should generally also meet the following criteria: • FAR > 0.75 • Not provide more parking than required by City • Be consistent with the regional SCS • Not replace existing affordable units with a smaller number of moderate to high-income units	No
Affordable Housing Screening	Affordable housing in infill locations can be screened out from completing a full VMT analysis.	If the project comprises 100% of affordable units and is in an infill location, then the project is assumed to have a less-than-significant impact.	No

Source: Stantec 2020.
FAR = floor-area ratio; VMT = vehicle miles traveled

As shown in Table 2-23, based on the project size screening criteria, locally serving retail less than 50,000 sf can be presumed to have a less-than-significant impact. The proposed project development consists of less than 50,000 sf of retail and similar neighborhood serving uses; therefore, the project can be screened out from completing a full VMT analysis and can be presumed to have a less than significant.

c. Substantially increase hazards because of a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less-than-Significant Impact. Access to the project site would be via two new driveways on Soledad Canyon Road and a third new driveway on Vista Canyon Boulevard. The three driveways would be under stop control. Each of the driveways would be right-in/right-out only. The intersection of Soledad Canyon Road and Vista Canyon Boulevard would be modified to allow eastbound U-turn movements. For the project driveway along Vista Canyon Boulevard, an exclusive southbound right-turn lane into the project-driveway would be provided. The driveways and intersection improvements would be constructed to City of Santa Clarita design standards. Furthermore, the project area would be accessed by vehicles and trucks that normally travel on City streets, and the project would not introduce any incompatible uses that would create significant hazards to the surrounding roadways. Based on the queuing analysis discussed above, the project would not affect the traffic on the adjacent roadways, and impacts would be less than significant. Therefore, the project would not substantially increase hazards due to a design feature. Impacts would be less than significant, and no mitigation measures are required.

d. Result in inadequate emergency access?

Less-than-Significant Impact. A significant impact may occur if the project design would not provide emergency access that meets the requirements of LASD or LACFD or threatened the ability of emergency vehicles to access and serve the project area or adjacent uses. Vehicular access to the project area would be provided via two new driveways on Soledad Canyon Road and a third new driveway on Vista Canyon Boulevard. The intersection of Soledad Canyon Road and Vista Canyon Boulevard would be modified to allow eastbound U-turn movements; for the project driveway along Vista Canyon Boulevard, an exclusive southbound right-turn lane into the project-driveway will be provided. The new driveways would be constructed to City of Santa Clarita design standards, which would allow for access of emergency vehicles. The driveways would provide direct access to the surface parking areas and commercial uses within the project area. Furthermore, the Applicant would consult with LACOFD prior to project construction to ensure project access plans are in compliance with regulations. Therefore, impacts would be less than significant related to emergency access, and no mitigation measures are required.

Mitigation Measures

No mitigation measures are required.

Project Design Features

No project design features are included.

XVIII. Tribal Cultural Resources

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

Discussion

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

b. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?

Less than Significant with Mitigation Incorporated. In compliance with the requirements of Public Resources Code 21080.3.1, on behalf of the City, ICF contacted the NAHC on July 9, 2021, to request a search of the Sacred Lands File. The NAHC responded on July 27, 2021, saying that the search of its Sacred Lands File yielded negative results (see Appendix C). In accordance with Public Resource Code Section 21080.3.1, the City notified the Fernandeño Tataviam Band of Mission Indians (Tribe) regarding the project on August 5 ,2021.

The Tribe requested consultation on August 9, 2021, and requested to review grading plans, any geotechnical reports, and a Cultural Resource Assessment. The Geotechnical Report and grading plans were provided, and the City met with the Tribe via conference call on September 9, 2021, to discuss the site setting and its relationship to the Santa Clara River, as well as the site's proximity to SR-14. The Tribe expressed interest in how the Santa Clara River would be presented as a resource in the Cultural Resource Assessment and noted nearby resources of significance to the Tribe. With that feedback, the Soledad Canyon Cultural and Paleontological Resources Assessment Report (Appendix C) was completed and provided to the Tribe via email on September 27, 2021. On October 19, 2021, the Tribe provided a formal response to the request for consultation and requested the inclusion of four mitigation and monitoring measures. The City sent a final concluding letter on October 10, 2021, indicating that the mitigation measures proposed by the tribe would be included in the MND. To ensure tribal cultural resources inadvertently discovered during construction are properly evaluated and treated in accordance with state regulations, the following mitigation measures recommended by the Tribe are included below. Incorporating the proposed mitigation measure would ensure potential impacts are reduced to a less-than-significant level.

Mitigation Measures

MM-TCR-1: The Project shall retain a professional Native American monitor procured by the Fernandeño Tataviam Band of Mission Indians to observe all ground-disturbing activities including, but not limited to, excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, clearing, driving posts, auguring, backfilling, blasting, stripping topsoil or a similar activity, and any archaeological work conducted during Project implementation. If cultural resources are encountered, the Native American monitor, in conjunction with the onsite archaeologist, will have the authority to request ground disturbing activities cease within 60-feet of discovery to assess and document potential finds in real time.

MM-TCR-2: If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

MM-TCR-3: The Lead Agency and/or applicant shall, in good faith, consult with the Fernandeño Tataviam Band of Mission Indians on the disposition and treatment of any Tribal Cultural Resource encountered during all ground disturbing activities.

MM-TCR-4: Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, and monitoring reports) shall be provided to the Fernandeño Tataviam Band of Mission Indians and interested Tribes consulting under AB52. The City shall work with the consulting tribe(s) to employ measures that treat the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource.

Project Design Features

No project design features are included.

XIX. Utilities and Service Systems

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
Would the project:					
a.	Require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b.	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c.	Result in a determination by the wastewater treatment provider that 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e.	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Discussion

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Water Facilities

Less-than-Significant Impact. A will-serve letter received from SCVWA ensures that sufficient water supplies are available to serve the project (Appendix K). As noted in the will-serve letter, SCVWA is able to provide safe and reliable water service to project site and fully expects to be able to continue providing safe and reliable water service into the future.

The project would include the installation of new water lines within the project site and would connect to the existing 8-inch water line in Vista Canyon Boulevard owned by SCVWA. There is also an existing water line in Soledad that could support a water connection. Construction of the new waterlines would involve trenching to underground the lines and be limited to onsite water distribution and minor offsite work associated with water connections. Prior to ground disturbance,

the project construction contractor would notify SCVWA of proposed ground-disturbance activities to avoid water lines and disruption of water service.

The commercial uses associated with the project would be served by SCVWA. As required by the California Urban Water Management Planning Act, SCVWA adopted the 2020 UWMP, Water Shortage Contingency Plan, Water Conservation and Water Shortage Ordinance, and an addendum to the 2015 UWMP in June 2021.

According to the 2015 UWMP, SCVWA has evaluated the long-term water needs within its service area and has compared these needs against existing and potential water supplies. Results indicate that the total projected water supplies available to the SCVWA service area over a 30-year projection during normal, single-dry, and multiple-dry year periods are sufficient to meet the total projected water demands throughout the Santa Clarita Valley.

The SCVWA 2020 UWMP has planned growth within the Santa Clarita Valley service area over the next 30 years. Future demand services are based on historical growth rates in the service area. According to Table 2-10, Summary of Project Water Demands of the SCVWA 2020 UWMP, projected water demands for the SCVWA service area is expected to increase from 76,400 acre-feet in 2025 to 101,000 acre-feet in 2050. The project is in line with the growth estimates of the 2020 UWMP. Further, a will-serve letter received from SCVWA ensures that SCVWA would provide safe and reliable water to the proposed project customers (SCVWA 2020). As a result, SCVWA would incorporate the water demands of the project area into future water demand projections in order to ensure a reliable supply of water for the project and future anticipated projects.

Therefore, the construction of new water facilities would not result in significant environmental effects. Accordingly, impacts related to the construction of new water facilities would be less than significant.

Wastewater Facilities

Less-than-Significant Impact. A will-serve letter received from the District (Appendix K) indicates that sufficient wastewater infrastructure is are available to serve the project. The wastewater flow originating from the project would discharge to a local sewer line, which is not maintained by the District, for conveyance to the District's Soledad Canyon Trunk Sewer Section 5, in Soledad Canyon Road at Lost Canyon Road. The District's 18-inch diameter trunk sewer has a capacity of 5.7 million gallons per day (mgd) and conveyed a peak flow of 2 mgd when last measured in 2018. Wastewater generated by the project would flow into two water reclamation plants (WRPs), the Saugus WRP and the Valencia WRP, which provide wastewater treatment in the Santa Clarita Valley. These facilities are interconnected to form a regional treatment system known as the Santa Clarita Valley Joint Sewerage System, which has a capacity of 28.1 mgd and currently processes an average flow of 19.6 mgd.

According to the District, expected average wastewater flow from the project is estimated to be 6,191 gallons per day. The project's estimated wastewater generation of 0.005 mgd would comprise approximately 0.01 percent of the sewerage system's available capacity. Therefore, as the project would have available wastewater treatment capacity and conveyance, it would not result in significant environmental effects due to the relocation or construction of new or expanded sewer or wastewater treatment facilities. Impacts would be less than significant, and no mitigation is required.

Stormwater Drainage Facilities

Less-than-Significant Impact. Refer to Section X, *Hydrology and Water Quality*, above, for an in-depth discussion of stormwater drainage facilities. As discussed therein, stormwater runoff from the project area would not be expected to exceed the capacity of the existing or unplanned stormwater drainage systems, nor be expected to require the construction of new facilities. Therefore, impacts related to the construction of new stormwater facilities would be less than significant.

Energy Infrastructure

Less-than-Significant Impact. Upgrades would be required with respect to electric power, natural gas, and telecommunication facilities (i.e., cable television services), based on the change in land use (i.e., greater intensification). These utilities would be part of a dry utility package that would be installed onsite and in the adjacent public roadways to provide service to the project. Upgrades would be confined to the connections to the project site and would not require the expansion or development of any offsite centralized facilities. Connection to these existing utilities would require limited construction, which would be temporary and limited to trenching, to the depth of the underground lines. Project construction would occur in accordance with all applicable regulatory requirements. In addition, will-serve letters acquired from SoCalGas, SCE, AT&T, and Charter Communications (Appendix K) indicate that infrastructure and resources are available to serve the project. As a result, impacts would be less than significant, and no mitigation is required.

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Less-than-Significant Impact. The commercial uses associated with the project would be served by SCVWA. As required by the California Urban Water Management Planning Act, SCVWA adopted the 2020 UWMP, Water Shortage Contingency Plan, the Water Conservation and Water Shortage Ordinance, and an addendum to the 2015 UWMP.

According to the 2020 UWMP, SCVWA has evaluated the long-term water needs within its service area and has compared these needs against existing and potential water supplies. Results indicate that the total projected water supplies available to the SCVWA service area over a 30-year projection during normal, single-dry, and multiple-dry year periods are sufficient to meet the total projected water demands throughout the Valley.

The SCVWA 2020 UWMP has planned growth within the Santa Clarita Valley service area over the next 30 years. Future demand services are based on historical growth rates in the service area. According to Table 2-10, Summary of Project Water Demands, of the SCVWA 2020 UWMP, projected water demands for the SCVWA service area are expected to increase from 76,400 acre-feet in 2025 to 101,000 acre-feet in 2050. The project is in line with the growth estimates of the 2020 UWMP. Further, a will-serve letter received from SCVWA ensures that SCVWA would provide safe and reliable water to the proposed project customers (SCVWA 2020). As a result, SCVWA would incorporate the water demands of the project area into future water demand projections in order to ensure a reliable supply of water for the project and future anticipated projects. As such, impacts would be less than significant, and no mitigation is required.

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

Less-than-Significant Impact. As stated under a., above, the sewage flow from operation of the project would ultimately be conveyed to the District. A will-serve letter received from the Los Angeles County Sanitation District states that there is sufficient capacity for the project (Los Angeles County Sanitation District 2020). Therefore, impacts would be less than significant.

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?

Less-than-Significant Impact. Construction of the proposed project would result in the generation of solid waste such as scrap lumber, concrete, residual wastes, packing materials, and plastics. Per CALGreen, 65 percent of construction waste must be diverted from landfills. As such, the project at least 65 percent of all construction and demolition debris from the site would be diverted. Additionally, CALGreen requires 100 percent of trees, stumps, rocks, and associated vegetation and soils resulting primarily from land clearing to be reused or recycled.

The remaining 35 percent of construction materials that are not required to be recycled would either be disposed of or voluntarily recycled at a solid waste facility with available capacity. The project also would be required to comply with the City's Construction and Demolition Materials Ordinance. Per the requirements of this ordinance, a Construction and Demolition Materials Management Plan would be prepared for the project and submitted for approval to the City's Environmental Services Division. This plan must be approved before grading or building permits are issued for the project. The City's Construction and Demolition Materials Ordinance also requires a minimum of 65 percent of the entire project's inert waste (e.g., dirt, rock, bricks) and 65 percent of the remaining construction waste to be recycled or reused.

Construction waste is typically disposed of at inert landfills, which are facilities that accept materials such as soil, concrete, asphalt, and other construction debris. As of 2019, the Azusa Land Reclamation landfill is the only permitted inert landfill within Los Angeles County. The landfill has a remaining capacity of 58.84 million tons and a remaining capacity of 26 years, as of 2019 (LACDPW 2020).

For project operation, commercial solid waste collection and disposal in Santa Clarita is currently served by Waste Management. According to the Land Use Element chapter of the Santa Clarita General Plan, the Santa Clarita Valley is served primarily by three landfills: the Chiquita Canyon, the Antelope Valley, and the Sunshine Canyon landfills. The Chiquita Canyon Landfill has a remaining capacity of approximately 56.99 million tons and 28 years (LACDPW 2020). The Antelope Valley Landfill has a remaining capacity of 10.97 million tons and 10 years. The Sunshine Canyon Landfill has a remaining capacity of 55.16 million tons and 18 years (LACDPW 2020).

As discussed in the *County of Los Angeles Countywide Integrated Waste Management Plan: 2019 Annual Report*, a shortfall in solid waste disposal capacity within the County is not anticipated to occur within the next 15 years under current conditions. The County anticipates that future disposal needs over the next 15 years can be adequately met through increased waste reduction and diversion efforts, development of alternative technologies, exportation of waste to out-of-County facilities, the Waste-by-Rail system to Mesquite Regional Landfill, in Imperial County, and, if found to

be environmentally sound and technically feasible, the expansion of in-County Class III landfill capacity.

As such, the project's solid waste generation would be minimal relative to available landfill capacity and existing and future solid waste generation in the region. As such, impacts would be less than significant.

e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less-than-Significant Impact. The California Integrated Waste Management Act requires that jurisdictions maintain a 50 percent or better diversion rate for solid waste. The City implements this requirement through its franchised Solid Waste Management Services. Per the agreements between the City and the franchised trash disposal companies, each franchisee is responsible for meeting the minimum recycling diversion rate of 50 percent on a quarterly basis. Franchisees are further encouraged to meet the City's overall diversion rate goal of 75 percent. The project is required to comply with the applicable solid waste franchise's recycling system and, thus, would meet the City's and state's solid waste diversion regulations. Therefore, the project would not cause any significant impacts from conflicting with statutes or regulations related to solid waste, and impacts would be less than significant.

Mitigation Measures

No mitigation measures are required.

Project Design Features

No project design features are included.

XX. Wildfire

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
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?	☐	☐	☒	☐
b.	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks of, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c.	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts on the environment?	☐	☐	☒	☐
d.	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

Discussion

a. Substantially impair an adopted emergency response plan or emergency evacuation plan?

Less-than-Significant Impact. According to the City's 2021 Local Hazard Mitigation Plan, the City is susceptible to wildland fires due to hilly terrain, dry weather conditions, and the generally flammable vegetation that covers much of the terrain. According to LACOFD, 80 to 90 percent of the planning area is in a VHFHSZ, which is the highest classification for areas subject to wildfires (City of Santa Clarita 2021).

Large areas of the City are designated as VHFHSZs in Local Responsibility Areas. Within Local Responsibility Areas, the local government is responsible for fire protection. In contrast, within designated State Responsibility Areas, the state is financially responsible for the prevention and suppression of wildfires. The project site is not within a local VHFHSZ or a state responsibility area. The nearest VHFHSZs are approximately 0.1 mile north and 0.1 mile south of the project site. The nearest state responsibility area is approximately 1 mile south of the project site. Although the project site is not within a VHFHSZ or a state responsibility area, it is near areas designated as VHFHSZs and is also within the vicinity of state responsibility areas.

Soledad Canyon Road is a County-designated Secondary Disaster Route (LADPW 2010). The project site is bordered to the north by this roadway. Additionally, SR-14 is a County-designated primarily disaster route. SR-14 borders the project site to the south; the nearest on/off-ramps for this freeway

are approximately 1 mile east of the project site. The proposed project would result in a temporary increase in traffic along Soledad Canyon Road during construction and may also require temporary lane closures. However, two-way access would be maintained throughout during construction. As such, Soledad Canyon Road could continue to function as a disaster route during project construction, in the event of an emergency evacuation. During operation, the proposed project would increase traffic along Soledad Canyon Road. However, operational traffic would not be significant. In the event of an emergency, the visitors of the proposed project may use Soledad Canyon Road for evacuation purposes. Introduction of additional visitors is not expected to substantially impair the use of this roadway for emergency response or evacuation. Impacts would be less than significant.

b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks of, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less-than-Significant Impact. The project site has offsite slope, approximately 18 feet in height, that descends from the SR-14 freeway to the site. The project site is not within a Slope Setback Overlay, as designated by the City (City of Santa Clarita 2021) and is not within a landslide hazard zone. As such, the project would not involve development on a sloped area such that wildfire risks would be exacerbated. Rather, the proposed project would involve development of a full-service refueling facility with a car wash.

As such, the proposed project would not exacerbate wildfire risks such that project occupants would be exposed to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts would be less than significant.

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 on the environment?

Less-than-Significant Impact The proposed project would include the installation of new water lines within the project site and would connect to the existing 8-inch water line in Vista Canyon Boulevard owned by the SCVWA. The project would connect to existing water, power, and sewer services that are already serving other developments in the project area. Such improvements would be within the project site and/or along the project site's frontages. Maintenance of project-related infrastructure would be primarily conducted within the boundaries of the project site. The environmental impacts of the construction and maintenance of the infrastructure associated with the proposed project are analyzed throughout this document, and no significant environmental impacts have been identified. Furthermore, because construction and maintenance of project-related infrastructure would take place within the project site or along its immediate frontages, the infrastructure improvements and utility connections required for the project would not be within a wildfire hazard zone. For these reasons, the infrastructure improvements associated with the proposed project are not expected to exacerbate fire risk or to result in temporary or ongoing significant environmental impacts. No impact would occur.

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?

Less-than-Significant Impact. As described in Section 3.20(b), the project site is not expected to be susceptible to landslide hazards. However, the project site is near VHFHSZ. As a whole, the City is

characterized by numerous VHFHSZs that overlap with hillside areas and hillside-adjacent development. As such, although the project itself would not be within a VHFHSZ or expected to exacerbate wildfire hazards, the project site could be adversely affected in the event of a catastrophic wildfire in the City. However, this impact is considered less than significant due to the generally urbanized nature of the project area and the proximity of the project site to several major roadways and highways, allowing for a variety of evacuation routes extending in a variety of directions. The nearest fire station to the project site is LACOFD Station 107, which is 0.8 mile west of the project site, on Soledad Canyon Road, which would help provide firefighting services in the event of a fire at or near the project site. The project would be designed to comply with all fire safety rules and regulations, including the California Fire Code and Public Resources Code. Additionally, the Los Angeles County Fire Department would review the project site plans prior to issuance of building permits. Therefore, impacts would be less than significant, and no mitigation is required.

Mitigation Measures

No mitigation measures are required.

Project Design Features

No project design features are included.

XXI. Mandatory Findings of Significance

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a.	Does the project have the potential to 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?	☐	☐	☒	☐
b.	Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☒	☐
c.	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Discussion

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?

Less-than-Significant Impact with Mitigation Incorporated. As described in Section V, *Cultural Resources*, of this MND, although there are no known previously recorded archaeological resources within the project area, known archaeological resources have been encountered within a 0.5-mile radius of the project site, which is situated along the banks of Santa Clara River. Although almost all of the subsurface soils consist of artificial fill imported during the construction of streets and freeways, the underlying alluvium deposits have the potential to yield archaeological resources. Therefore, the potential for the project to encounter either prehistoric or historical archaeological resources is potentially significant. The incorporation of Mitigation Measures MM-CUL-1 would reduce potential impacts on archeological resources to less than significant.

The project site is not part of a formal cemetery and is not known to have been used for disposal of historic or prehistoric human remains. Thus, human remains are not expected to be encountered during construction of the project. In the event human remains are inadvertently encountered during construction activities, impacts would be potentially significant. With the implementation of

mitigation measure MM-CUL-2, which provides direction in the event of discovery of human remains per Section 7050.5 of the California Health and Safety Code, impacts would be less than significant with MM-CUL-2 incorporated.

As described in Section V of this MND, the proposed project area does not support any known important examples of major periods in California history or prehistory. However, the project site is near areas of known significance to the Fernandeño Tataviam Band of Mission Indians. The City consulted with the Tribe and to ensure tribal cultural resources inadvertently discovered during construction are properly evaluated and treated in accordance with state regulations, mitigation measures MM-TRC-1 through MM-TRC-4 are included. Incorporating the proposed mitigation measure would ensure potential impacts are reduced to a less-than-significant level.

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

Less-than-Significant Impact with Mitigation Incorporated. The proposed project would result in potentially significant project-level impacts involving cultural resources, noise, and tribal cultural resources. However, mitigation measures have been identified that would reduce these impacts to less-than-significant levels. Furthermore, the air quality, GHG, and transportation and traffic analyses presented in Section III, *Air Quality*, Section VIII, *Noise*, and Section XVII, *Transportation*, respectively, of this MND consider cumulative impacts and have determined that cumulative air and traffic impacts would less than significant. All reasonably foreseeable future development in the City would be subject to the same land use and environmental regulations that have been described throughout this document. Furthermore, all development projects are guided by the policies identified in the City's General Plan and established in the City's Municipal Code. The project site and its surroundings are also governed by the SCP, which specifies land use intensities and urban design standards for development in the project area. Compliance with applicable land use and environmental regulations would ensure that environmental effects associated with the proposed project would not combine with effects from reasonably foreseeable future development in the City to cause cumulatively considerable significant impacts. Cumulative impacts would therefore be less than significant with mitigation incorporated.

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

Less-than-Significant Impact with Mitigation Incorporated. As detailed throughout this MND, the project would not exceed any significance thresholds or result in significant impacts in the environmental categories typically associated with indirect or direct effects to human beings, such as aesthetics, air quality, hazards and hazardous materials, public services, or transportation.

. As such, impacts would be less than significant with mitigation incorporated.

Mitigation Measures

Cultural Resources

MM-CUL-1: Because of the general archaeological sensitivity of the project area, the project applicant will retain a qualified archaeologist to provide archaeological monitoring during ground-disturbing activities in areas of previously undisturbed and native soils. Specifically, the following measures will be implemented:

- The project applicant will retain a qualified professional archaeologist who meets the Secretary of the Interior's Professional Qualification Standards in archaeology, as promulgated in Code of Federal Regulations Title 36, to oversee all monitoring work and supervise the archaeological monitor(s).
- Prior to the start of construction, a monitoring plan will be prepared that describes the nature of the archaeological monitoring work, procedures to follow in the event of an unanticipated discovery, and reporting requirements.
- The archaeological monitor will be present on-site only during construction that involves ground-disturbing activities, such as, but not limited to, potholing, boring, grading, excavation, trenching, or drilling within previously undisturbed and native soils.
- Archaeological monitoring will not occur for work activities that include demolition and removal of non-native materials, such as concrete, asphalt pavement, and pavement base layers, or ground-disturbing activities that occur within previously disturbed areas.
- If archaeological resources are encountered during construction, the contractor shall:
    - Halt all work within a 60-foot radius and shall immediately inform the archaeologist.
    - Following notification, a qualified archaeologist will make a preliminary assessment of the discovery to determine whether the find is an isolated artifact or recent deposit. If the find is determined to be isolated or recent, construction will be allowed to resume.
    - Should the archaeologist determine the discovery is potentially significant, the archaeologist will evaluate the discovery and, if necessary, formulate appropriate mitigation measures after consultation with the City.
    - If the discovery contains Native American archaeological resources, all Native American consulting tribes shall be contacted and informed of the discovery.
    - If prehistoric or historic-era archaeological resources are encountered anywhere during project construction when no archaeologist is present, work in the area must halt within a 60-foot radius until a qualified archaeologist can evaluate the nature and significance of the find and formulate appropriate evaluation and/or mitigation measures. Should the deposit contain Native American resources, the City will consult with consulting tribes as to how the deposit and any associated artifacts and features should be treated.
    - Once the archaeologist determines that the archaeological deposit has been adequately documented and recovered/removed and concludes that further construction activities would not affect additional archaeological deposits in the immediate area, construction activity can resume in that area.

- A final cultural resources report shall be produced, which shall discuss the monitoring program and its results and provide interpretations of any recovered cultural materials

MM-CUL-2: In accordance with Health and Safety Code Section 7050.5, in the event of discovery or recognition of any human remains at the Project site, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the Los Angeles County Coroner has determined, in accordance with Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner, and cause of any death and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the PRC. The coroner shall make his or her determination within two working days from the time the person responsible for the excavation, or his or her authorized representative, notifies the coroner of the discovery or recognition of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact by telephone within 24 hours the NAHC.

Tribal Cultural Resources

MM-TCR-1: The Project shall retain a professional Native American monitor procured by the Fernandeño Tataviam Band of Mission Indians to observe all ground-disturbing activities including, but not limited to, excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, clearing, driving posts, auguring, backfilling, blasting, stripping topsoil or a similar activity, and any archaeological work conducted during Project implementation. If cultural resources are encountered, the Native American monitor, in conjunction with the onsite archaeologist, will have the authority to request ground disturbing activities cease within 60-feet of discovery to assess and document potential finds in real time.

MM-TCR-2: If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

MM-TCR-3: The Lead Agency and/or applicant shall, in good faith, consult with the Fernandeño Tataviam Band of Mission Indians on the disposition and treatment of any Tribal Cultural Resource encountered during all ground disturbing activities.

MM-TCR-4: Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, and monitoring reports) shall be provided to the Fernandeño Tataviam Band of Mission Indians and interested Tribes consulting under AB52. The City shall work with the consulting tribe(s) to employ measures that treat the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource.

Chapter 3
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Chapter 4
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