Environmental Checklist Form (Initial Study)

County of Los Angeles, Department of Regional Planning

Project title: "Acton Retail Center" / Project No. R2014-00881-(5)

Lead agency name and address: Los Angeles County, 320 West Temple Street, Los Angeles, CA 90012

Contact Person and phone number: Richard Claghorn, Principal Regional Planner, (213)974-6443/ rclaghorn@planning.lacounty.gov

Project sponsor's name and address: Douglas Gaudi (20947 Avenida De Arboles, Murrieta, CA 92562)

Project location: Vacant, south side of Sierra Highway, third parcel west of Crown Valley Road
***APN*:** 3217-021-022 ***USGS Quad*:** Acton

Gross Acreage: Approximately 1.95 acres

General plan designation: N/A

Community/Area wide Plan designation: CR (Rural Commercial): Limited, low-intensity commercial uses that are compatible with rural and agricultural activities, including retail, restaurants, and personal and professional offices

Zoning: C-RU-DP (Rural Commercial – Development Program), Acton Community Standards District, Rural Outdoor Lighting District

Description of project: The project site is located on the south side of Sierra Highway, approximately 385 feet west of the intersection of Sierra Highway and Crown Valley Road. Commercial uses exist to the north, east, and west of the project site and include retail uses, gas station, and restaurants. Residential uses exist to the north of the project site. The Antelope Valley Freeway exists to the south. Figure 1 shows the regional location and Figure 2 shows the project site location.

The project site is vacant, with ruderal grasses and weedy vegetation. There are no existing uses or structures present on the site. The project entails a minor land division to create two parcels and a conditional use permit (CUP) to authorize a development program for the site with a total development of 10,900 square-feet of building area consists of a new single-story 6,000 square-foot (SF) retail building (one 3,000 SF feed store with two additional attached 1,500 SF retail spaces) located on the western portion of the site, a 3,300 SF restaurant with drive-through located on the eastern portion of the site, and a 1,600 SF storage building located in the southwest corner of the site. The project would include 66 parking spaces to be used by patrons and employees of the proposed uses. The project site would be accessed via two driveways fronting Sierra Highway, which is designated by Los Angeles County (County) as an Existing Major Highway. Figure *3* shows the proposed site plan (also included as Appendix A) and Table 1 includes a summary of project characteristics.

An Initial Study-Negative Declaration (IS-ND; County Project No. R2014-00881-(5)/Conditional Use Permit 201400037/ Environmental Assessment 201400078) was prepared, circulated for public review, and approved

by the County Regional Planning Commission and Board of Supervisors on April 6, 2016 and November 15, 2016, respectively.

Separately, the Regional Planning Commission approved a Tentative Parcel Map (TPM 073226) to divide the subject parcel into two lots on February 22, 2017. One proposed lot includes the Primo Burger restaurant with its parking and landscaping on the east part of the site and the other proposed lot includes the retail and storage buildings with related parking and landscaping.

The County's decision to approve the project and the associated IS ND was challenged by Save Our Rural Town, a private organization in the Acton community. Based on the Los Angeles Superior Court's ruling on June 22, 2021 in a case entitled *Save Our Rural Town v. County of Los Angeles* (LASC Case No. BS166732), a Supplemental Traffic Assessment (Supplemental TA) was required for the project. As a result, Linscott, Law & Greenspan Engineers (LLG) prepared a project-specific Supplemental TA, which is summarized in the following discussion in Section 17, *Transportation*, herein. The project location, existing conditions, and proposed development and uses, as stated herein, have remained unchanged since the IS-ND was approved by the County Regional Planning Commission and Board of Supervisors on April 6, 2016 and November 15, 2016, respectively.

The approvals of the CUP, TPM, and the related ND were vacated and set aside by the County Board of Supervisors subsequent to the Superior Court ruling. Therefore, new approvals are required for the CUP and TPM and a new environmental determination must be certified.

Table 1 Project Characteristics

Existing	
Address	South side of Sierra Highway, third parcel west of Crown Valley Road
APN	3217-021-022
General Plan Designation	Not Applicable
Zoning Designation	C-RU-DP (Rural Commercial – Development Program), Acton Community Standards District, Rural Outdoor Lighting District
Lot Area	1.95 acres
Existing uses	Vacant
Proposed	
Floor Area	Retail: 6,000 square feet (SF) Restaurant: 3,300 SF Storage Building: 1,600 SF Total: 10,900 SF
Parking	66 spaces

Surrounding land uses and setting:

- North: CR – Rural Commercial Land Use Designation; C-RU – Rural Commercial Zone; vacant lot, gas station, tack and feed store, and retail center
- East: CR-Rural Commercial Land Use Designation; C-RU – Rural Commercial Zone; fast food restaurant with drive-through (Jack in the Box)
- South: State Route 14 (SR 14) – Antelope Valley Freeway
- West: CR – Rural Commercial Land Use Designation; C-RU-DP – Rural Commercial Development Program Zone; retail center

The community of Acton is rural and is primarily developed with one- to two-acre sized lots containing residences along with several clusters of density controlled residential developments, and larger lots of greater than two acres closer to the Angeles National Forest. The Antelope Valley Freeway (SR 14) traverses east-west and is a major freeway that connects Metro Los Angeles and Santa Clarita to the High Desert, and bisects the Acton community into northern and southern halves. The community is served by three main commercial areas: a small commercial area located approximately 1.5 miles south of the Antelope Valley Freeway along Crown Valley Road which contains restaurants, post office, bank, small market, and hardware store; a larger commercial area where the project site is located immediately north of SR 14 along Sierra Highway at the Crown Valley Road intersection which contains drive-through restaurants, gas stations, retail and service stores, restaurants, and a market; and a small commercial area approximately 2.1 miles east of this larger commercial area, along Sierra Highway which contains two small shopping centers with retail and service uses.

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Figure 1 Regional Location

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Project Location

N

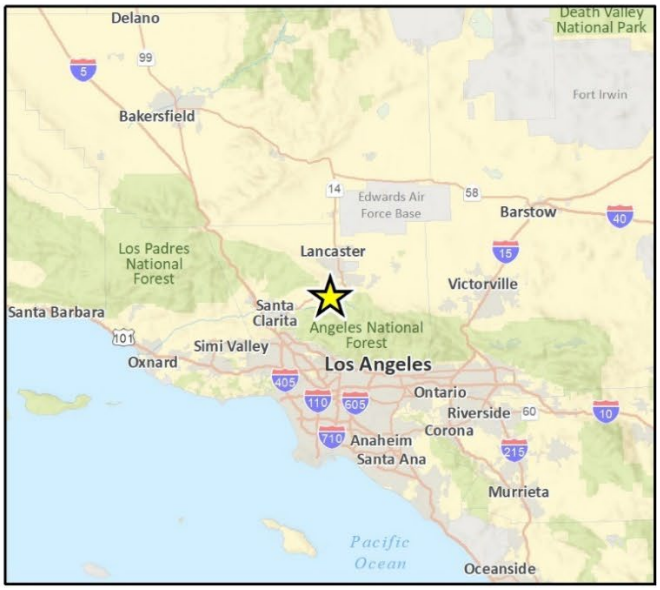

Figure 2 Project Site

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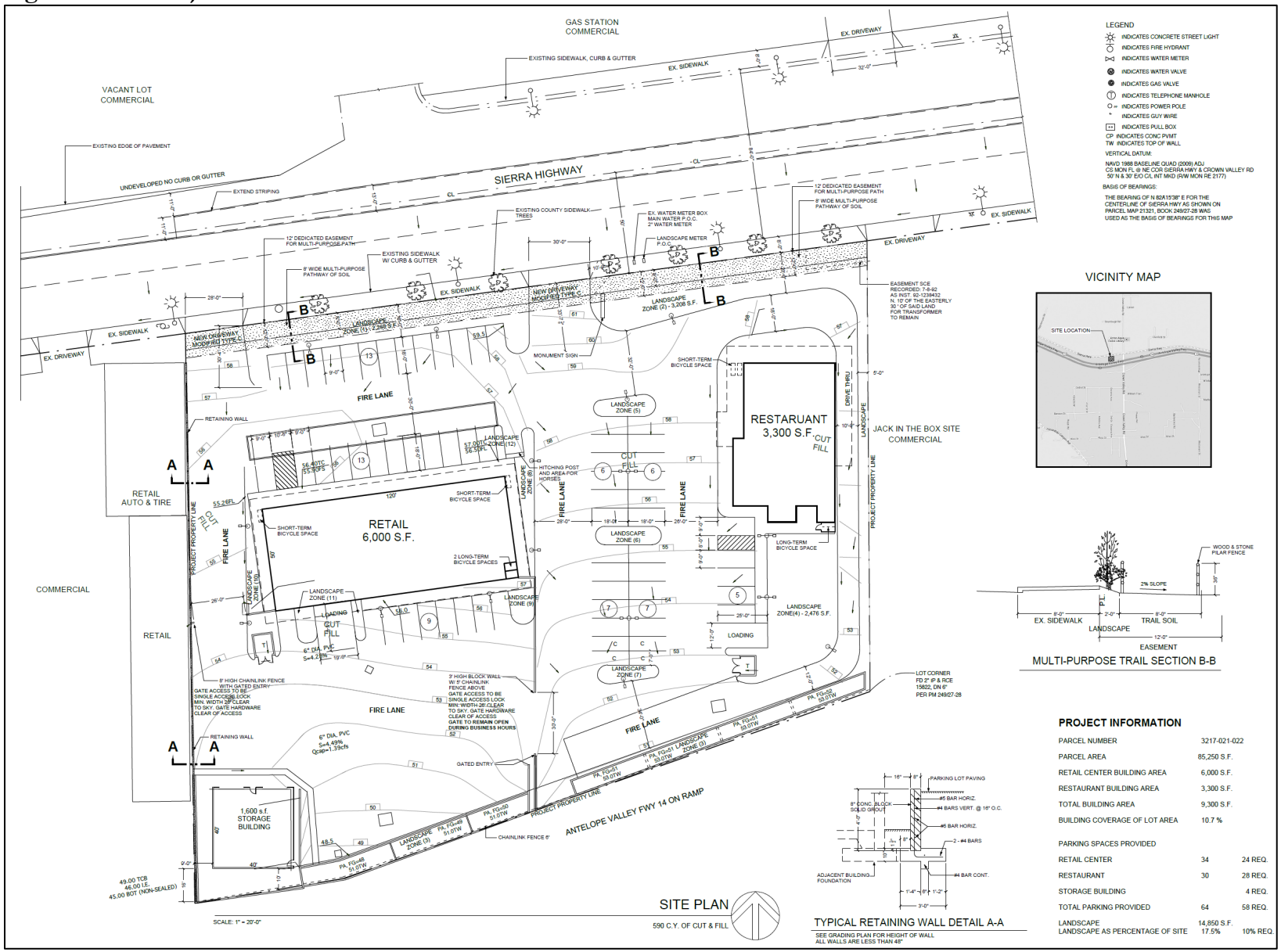
Fig X Project Site Location

Figure 3 Project Site Plan



Source: Friedman Architects & Contractors 2021

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

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

To date, the County of Los Angeles has received request for consultation pursuant to Assembly Bill (AB) 52 from the Fernandeño Tataviam Band of Mission Indians. for the proposed project. See Section 18, *Tribal Cultural Resources*, for additional discussion.

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

Public Agency	*Approval Required*
Los Angeles County Department of Public Works	Building Permits
Los Angeles County Fire Department	Fire Flow Requirements, Fuel Modification Plan
Los Angeles County Public Health	On-site Wastewater Treatment

Major projects in the area:

Project/Case No.	*Description and Status*
R2014-02996 / CUP 201400143	New 3,300 SF fast-food restaurant with drive-through and occupant load of 45. Approved by the County Board of Supervisors on November 24, 2015 (not yet established).
Parcel Map No. 06289	Approved tentative parcel map to create 4 single-family lots on 20 acres.

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Reviewing Agencies:

Responsible Agencies

- ☐ None
- Regional Water Quality Control Board:
  - ☒ Los Angeles Region
  - ☐ Lahontan Region
- ☐ Coastal Commission
- ☐ Army Corps of Engineers
- ☐ LAFCO

Special Reviewing Agencies

- ☐ None
- ☐ Santa Monica Mountains Conservancy
- ☐ National Parks
- ☐ National Forest
- ☐ Edwards Air Force Base
- ☐ Resource Conservation District of Santa Monica Mountains Area
- ☒ California Department of Transportation

Regional Significance

- ☐ None
- ☐ SCAG Criteria
- ☐ Air Quality
- ☐ Water Resources
- ☐ Santa Monica Mtns. Area
- ☒ South Coast AQMD

Trustee Agencies

- ☒ None
- ☐ State Dept. of Fish and Wildlife
- ☐ State Dept. of Parks and Recreation
- ☐ State Lands Commission
- ☐ University of California (Natural Land and Water Reserves System)

County Reviewing Agencies

- ☒ DPW
  - -Land Development Division (Grading & Drainage)
  - -Geotechnical & Materials Engineering Division
  - -Watershed Management Division (NPDES)
  - -Traffic and Lighting Division
  - -Environmental Programs Division
  - -Waterworks Division
- ☒ Fire Department
  - -Planning Division
  - - Land Development Unit
- ☐ Sanitation District
- ☒ Public Health/Environmental Health Division: Land Use Program (OWTS), Drinking Water Program (Private Wells), Toxics Epidemiology Program (Noise)
- ☒ Sheriff Department
- ☒ Parks and Recreation
- ☒ Subdivision Committee
- ☐

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially significant impacts affected by this project.

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

DETERMINATION: (To be completed by the Lead Department.) On the basis of this initial evaluation:

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

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Richard Claghorn — June 4, 2025

Signature (Prepared by) — Date

Samuel Dea — June 4, 2025

Signature (Approved by) — Date

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 the Lead Department 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 where 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 off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the Lead Department has determined that a particular physical impact may occur, then 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 EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "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.

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA processes, an effect has been adequately analyzed in an earlier EIR or negative declaration. (CEQA Guidelines § 15063(c)(3)(D).) In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they 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 Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

7) The explanation of each issue should identify: the significance threshold, if any, used to evaluate each question, and; mitigation measures identified, if any, to reduce the impact to less than significant. Sources of thresholds include the County General Plan, other County planning documents, and County ordinances. Some thresholds are unique to geographical locations.

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1. AESTHETICS

	Potentially Significant Impact	*Less Than Significant Impact 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?	☐	☐	☐	☒

The Antelope Valley planning area contains numerous scenic resources such as scenic drives, water features, significant ridgelines, and buttes (DRP 2015a). There are no significant ridgelines, buttes, or water features within 1,000 feet of the project site. The project site is located adjacent to SR 14 (Antelope Valley Freeway), which is considered a priority scenic drive according to the Antelope Valley Area Plan. However, SR 14 is not officially designated as a County scenic highway and the segment of SR 14 that is adjacent to and in the vicinity of the project site is not designated or considered eligible to be a State Scenic Highway (Caltrans 2015; Caltrans 2019). According to the County General Plan Conservation and Natural Resources Element, SR 14 is not adopted as nor eligible to be a County scenic highway (DRP 2015b). Therefore with the lack of such resources in the area, the project would have no substantial impact on a scenic vista.

b) Be visible from or obstruct views from a regional riding, hiking, or multi-use trail?	☐	☐	☒	☐

A County trail is proposed to be located along the north side of Sierra Highway. The project site is located on the south side of Sierra Highway. Based on consultation with the County Department of Parks and Recreation (DPR), it was determined that the proposed County trail would remain located along the north side of Sierra Highway due to its suitability for an equestrian trail. While it was not required that the project develop this portion of the proposed trail, DPR recommended that a hitching post be incorporated into the project design for "horse parking" to accommodate equestrian uses in the vicinity. As shown in the project site plan (Figure 3; Appendix A), the project includes the provision of a hitching post and temporary corral area for horses, located on the northeast corner of the proposed retail building. Therefore, the project would have a less than significant impact on views from regional trails.

c) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒

As stated above in the discussion for criteria 'a,' the vacant project site does not contain any scenic resources or historic buildings within a State Scenic Highway corridor. The project site is relatively flat with evidence of previously clearing activities. No other scenic resources are located on or proximate to the project site. All adjacent parcels surrounding the project site have been developed with various retail, commercial, and residential uses. Therefore, the project would not damage any scenic resources and would have no impact.

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d) Substantially degrade the existing visual character or quality of public views of the site and its surroundings because of height, bulk, pattern, scale, character, or other features and/or conflict with applicable zoning and other regulations governing scenic quality? (Public views are those that are experienced from publicly accessible vantage point)	☐	☐	☒	☐

The project site is located within unincorporated Los Angeles County, adjacent to existing commercial uses to the east and west. The proposed buildings would be similar in height to existing buildings, consistent with the Acton Community Standards District within the Los Angeles County Zoning Code, designed to ensure compatibility with community character. The project site is relatively flat and does not contain scenic resources on or adjacent to the site as stated above in the discussion for criteria 'a,' 'b,' and 'c.' The project, as designed, would be consistent in height, bulk, pattern, scale, character, and overall aesthetics with existing one- and two-story residential and commercial developments along and near Sierra Highway; and the project would not include any features that would substantially degrade the appearance of the vicinity. The project would change, but not degrade, the visual character and quality of the Sierra Highway corridor. Therefore, the project would have a less than significant impact.

e) Create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

The project proposes three new structures: retail building, restaurant, and storage building at heights of 27'-10", 35'-0", and 23'-8", respectively, on a vacant site. All proposed structures would be one story and incorporate design elements compatible with the character of surrounding properties and desired community architecture. Given the similarity in height with neighboring properties, the proposed structures would not create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area. Additionally, all outdoor lighting would comply with the Rural Outdoor Lighting District standards (Los Angeles County Code Part 9 of Chapter 22.44), which require lighting design that minimizes adverse offsite impacts of outdoor lighting, such as light trespass, to reduce light pollution. Therefore, the project would have a less than significant impact.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The project entails development of three structures on 1.95 acres of undeveloped land: a 6,000 SF retail building, a 3,300 SF restaurant with drive-through, and a 1,600 SF storage building. Access to the site would be provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

Within the immediate and peripheral areas surrounding the subject property, there are no designated significant visual resources based on the County General Plan, Antelope Valley Area Plan, and State designations. The project site is located within a disturbed area with existing development surrounding it; therefore, the project can be viewed as commercial infill development. Without designated significant visual resources on or in the immediate vicinity of the project site, and being surrounded by existing development, the project will have a limited to no significant impact on visual and scenic resources. Any impact on visual resources stemming from the introduction of a new light source as a result of the project will be less than significant due to the implementation of the County Rural Outdoor Lighting District standards.

2. AGRICULTURE / FOREST

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
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?	☐	☐	☐	☒

According to the 2016 California Important Farmland Finder prepared by the California Department of Conservation (DOC), the project site is identified as Urban and Built-Up Land (DOC 2016). There are no mapped farmlands identified on the project site or immediate vicinity. Therefore, the project would have no impact.

b) Conflict with existing zoning for agricultural use, with a designated Agricultural Resource Area, or with a Williamson Act contract?	☐	☐	☐	☒

The project site is zoned C-RU-DP, Rural Commercial – Development Program. The zone provides for an appropriate mix of a limited range of commercial uses that are compatible with rural, agricultural, and low-density residential uses. The zone regulates both the type and intensity of development in order to protect natural resources, promote economic self-sufficiency, maintain compatibility with surrounding residential and agricultural zones, and preserve the rural character of the community.

The County Agricultural Opportunity Area Map identifies locations with existing farmland and those well suited for the establishment of farmlands. The project site is not located within a designated Agricultural Opportunity Area. There is no Williamson Act contract on the project site as there are no agricultural or related open space activities performed on the site. Proposed uses (commercial retail and restaurant) would not conflict with the existing zoning. Therefore, the project would have no impact.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220 (g)), timberland (as defined in Public Resources Code § 4526), or timberland zoned Timberland Production (as defined in Government Code § 51104(g))?	☐	☐	☐	☒

As stated above in the discussion for criteria 'a' and 'b,' the project site is not identified as prime or unique farmland and is zoned C-RU-DP; the project site is not zoned as forest land or timberland. Implementation

of project would not conflict with existing zoning or cause rezoning of forest land or timberland. Therefore, the project would have no impact.

d) Result in the loss of forest land or conversion of forest land to non-forest use? ☐ ☐ ☐ ☒

As stated above in the discussion for criteria 'c,' the project site is not zoned as forest land or timberland. As a result, implementation of the project would not result in the loss of such resources. Therefore, the project would have no impact.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? ☐ ☐ ☐ ☒

As stated above in the discussion for criteria 'a,' 'b,' and 'c,' the project site does not contain farmland or forest land resources, and implementation of the project would not result in the conversion of farmland or forest land. The project as designed and proposed uses would be consistent with the existing zoning designation of the site. Therefore, the project would have no impact.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The project entails development of three structures on 1.95 acres of undeveloped land: a 6,000 SF retail building, a 3,300 SF restaurant with drive-through, and a 1,600 SF storage building. Access to the site would be provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

The environmental and regulatory setting related to agriculture and forestry resources include:

- State Farmland Mapping and Monitoring Program (FMMP): FMMP produces the "Important Farmland Maps" which are a hybrid of soils and land use information with the intent to provide consistent and impartial date for use in assessing present status, reviewing trends, and planning for California's agricultural land resources. Agricultural land is identified and rated according to soil quality and irrigation status.
- Williamson Act: This act provides tax incentives to retain prime agricultural land and open space in agricultural use, with subsequently slows its conversation to development. The overall purpose of the Williamson Act is to protect agricultural lands and open space.
- California Land Evaluation Site Assessment Model (LESA): LESA analyzes soil resource quality, project size, water resource availability, surrounding protected resource lands, and surrounding agricultural lands; the model output is a numerical rating.
- Los Angeles County Agricultural Opportunity Areas: A County identification tool that indicates land where commercial agriculture is taking place and/or is believed to have a future potential based on the presence of prime agricultural soils, compatible adjacent land uses, and existing County land use policy.

The project site is not located within areas impacted by any of the above referenced environmental or regulatory settings. Therefore, the project would have no impact on agricultural or forest resources.

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3. AIR QUALITY

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.

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Conflict with or obstruct implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD) or the Antelope Valley AQMD (AVAQMD)?	☐	☐	☐	☒

A project may be inconsistent with an applicable air quality management plan (AQMP) if it would generate population, housing, or employment growth exceeding forecasts used in the development of the AQMP. The 2016 AQMP, the most recent AQMP adopted by the South Coast Air Quality Management District (SCAQMD), incorporates local county and city general plans and the Southern California Association of Governments (SCAG's) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) socioeconomic forecast projections of regional population, housing, and employment growth.

Proposed project uses would employ a maximum of six restaurant employees per shift with a maximum of four restaurant shifts, and a maximum of two retail employees with a maximum of two retail shifts. A total of 28 employees would cycle through the project site in one day during project operation. The project would not increase the Acton community population since no residential uses are proposed for the project site.

SCAG recently adopted the 2020-2045 RTP/SCS in September 2020, which includes more recent population, household, and employment growth forecasts with consideration to anticipated development within each partner jurisdiction including the County. The County's unincorporated areas contained an estimated 269,100 employees in 2016, which is forecast to increase to 320,100 employees by 2045 (SCAG 2020). The project's addition of 28 total employees would account for 0.05 percent of the employee growth anticipated within the County's unincorporated areas. Implementation of the project would result in employment growth that is within the County's General Plan and SCAG's 2020-2045 RTP/SCS.

The project site is located within the boundaries of the SCAQMD. The proposed uses are consistent with the underlying land use category of Rural Commercial. Land use categories are assessed by the SCAQMD when analyzing impacts for their air quality plans. When a project is consistent with the underlying land use category, it generally does not have a significant impact. In this case, since the project is consistent with the underlying land use category, it would not conflict with or obstruct implementation of the SCAQMD air quality plan. Therefore, the project would have no impact.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐

SCAQMD developed localized significance thresholds (LST) and calculate Particulate Matter 2.5 ($PM_{2.5}$) and $PM_{2.5}$ significance thresholds. LSTs apply to the following criteria pollutants: nitrogen oxides (NOx), carbon monoxide (CO), particulate matter less than 10 microns in aerodynamic diameter (PM_{10}), and particulate

matter less than 2.5 microns in aerodynamic diameter ($PM_{2.5}$). LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standard. Based on the two-acre site scenario that represents a broad range of project types that include commercial, the project (which entails development of a 1.95 acre site) would not exceed the LST. Conformity with growth forecasts can be established by demonstrating that the project is consistent with the land use plan that was used to generate the growth forecast. As stated above in the discussion for criteria 'a,' the project as designed and proposed uses are consistent with the underlying land use category of Rural Commercial. Project construction would generate criteria pollutants during temporary construction activities, and project operation would generate criteria pollutants.

Construction

Table 2 summarizes the estimated maximum daily emissions (lbs) of pollutants associated with construction of the project. As shown below, reactive organic gases (ROG), nitrogen oxides (NO_x), carbon monoxide (CO), sulfur dioxide (SO_2), and particulate matters (PM_{10} and $PM_{2.5}$) emissions would not exceed SCAQMD regional thresholds or LSTs. Because construction emissions and impacts would be temporary, the proposed uses are consistent with existing the land use designation and zoning regulation, and implementation of the project would not conflict or obstruct applicable air quality plans, the project would have a less than significant impact on air quality during construction activities.

Table 2 Project Construction Emissions

	Maximum Emissions (lbs/day)					
	ROG	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Construction Year 2021	3.9	49.2	25.5	0.1	8.0	4.3
Construction Year 2022	11.7	13.9	14.2	<0.1	1.1	0.7
SCAQMD Regional Thresholds[1]	75	100	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**
Maximum On-site Emissions	11.7	17.4	12.9	<0.1	7.1	3.7
SCAQMD Localized Significance Thresholds (LSTs)[2]	N/A	159	1,256	N/A	32	9
Threshold Exceeded?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

[1] SCAQMD 2019.

[2] Acton is located in Source Receptor Area Zone 15, San Gabriel Mountains. LSTs shown in this table reflect a 2-acre project site with sensitive receptors located approximately 140 meters (470 feet) north of the project site (multifamily residential development located nearest to the project site, Sierra View Apartments [3927 Sierra Highway, Acton]). SCAQMD 2009.

Notes: See Appendix B for CalEEMod reports. Some numbers may not add up precisely due to rounding considerations. Maximum on-site emissions are the highest emissions that would occur on the project site from on-site sources, such as heavy construction equipment and architectural coatings, and excludes off-site emissions from sources such as construction worker vehicle trips and haul truck trips. "Unmitigated Construction" used for conservative estimate of construction emissions.

Operational

Table *3* summarizes the project's operational emissions by emission source (area, energy, mobile, and generator). As shown below, the emissions generated by operation of the project would not exceed SCAQMD regional thresholds for criteria pollutants. Therefore, the project would not contribute substantially to an existing or projected air quality violation. In addition, because criteria pollutant emissions and regional thresholds are cumulative in nature, the project would not result in a cumulatively considerable net increase of criteria pollutants. Therefore, the project would have a less than significant impact.

Table 3 Project Operational Emissions

Emission Source	Maximum Daily Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area	0.3	<0.1	<0.1	<0.1	<0.1	<0.1
Energy	<0.1	0.2	0.2	<0.1	<0.1	<0.1
Mobile	2.3	10.3	18.6	0.1	4.6	1.3
Project Emissions	2.6	10.5	18.8	0.1	4.6	1.3
SCAQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: All emissions modeling was completed using CalEEMod. See Appendix B for CalEEMod Reports. Some numbers may not add up due to rounding. Emission data is pulled from "mitigated" results that include compliance with regulations and project design features that will be included in the project. Emissions presented are the highest of the winter and summer unmitigated modeled emissions for a conservative estimate.

c) Expose sensitive receptors to substantial pollutant concentrations? ☐ ☐ ☐ ☒

The project entails development of a retail building, drive-through restaurant, and storage building. While the High Desert Middle School (3620 Antelope Woods Road) is located approximately 0.25 miles to the east and the nearest existing residences at the Sierra View Apartments (3927 Sierra Highway) is located approximately 470 feet north of the project site, the project and proposed uses are not a project type that must be evaluated for its proximity to sensitive uses.

Based on the Antelope Valley Air Quality Management District (AVAQMD) California Environmental Quality Act and Federal Conformity Guidelines, only the following project types proposed for sites within the specified distance to an existing or planned sensitive receptor land use must be evaluated using significance threshold criteria number 4: any industrial project within 1,000 feet; a distribution center (40 or more trucks per day) within 1,000 feet; a dry cleaner using perchloroethylene within 500 feet; or a gasoline dispensing facility within 300 feet (AVAQMD 2016). The project and proposed uses do not meet the aforementioned criteria for project types that would potentially result in adverse impacts to sensitive receptors. Therefore, the project would have no impact.

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

The project includes the development of a drive-through restaurant, which would potentially generate food odors during restaurant operations. Such odors could be objectionable, but is also subjective relative to the preferences of individuals smelling those odors. There are two other similar drive-through restaurant establishments currently operating in the project site vicinity, Jack-in-the-Box (3830 W. Sierra Highway, approximately 100 feet east from the eastern boundary of the project site) and McDonald's (3750 Sierra Highway, approximately 650 feet east from the eastern boundary of the project site), which have been operating without issues. Proposed uses are not anticipated to generate odors that would adversely affect a substantial number of people. Therefore, the project would have a less than significant impact.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The project entails development of three structures on 1.95 acres of undeveloped land: a 6,000 SF retail building, a 3,300 SF restaurant, and a 1,600 SF storage building. Access to the site would be provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

The environmental and regulatory setting related to air quality includes:

- Federal and California Clean Air Acts: Three categories of air pollutants are monitored and regulated under these acts: criteria air pollutants, toxic air contaminants, and global warming and ozone-depleting gases. The Federal government and the State of California have established air quality standards designed to protect public health from these criteria pollutants. Among the federally identified criteria pollutants, the levels of ozone, particulate matter, and carbon monoxide in Los Angeles County continually exceed federal and State health standards and the County is considered a non-attainment area for these pollutants.
- South Coast Air Quality Management District: This agency is responsible for monitoring air quality as well as planning, implementing, and enforcing programs designed to attain and maintain State and federal ambient air quality standards in the region.

The project site is not located within areas impacted by any of the above referenced environmental or regulatory settings. The project is small in scope and would comply with all of the applicable air quality regulations during construction and operation. Therefore, the project would have a less than significant impact on air quality.

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4. BIOLOGICAL RESOURCES

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	☐	☐	☒	☐

Based on the California Natural Diversity Database, the project site does not contain any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. There is a possible occurrence of the Townsend's big-eared bat, a threatened candidate species under the California Endangered Species Act, approximately 0.5 mile south of the project site. Implementation of the project would not adversely impact any candidate, sensitive, or special status species. Therefore, the project would have a less than significant impact.

b) Have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS?	☐	☐	☐	☒

The County designates areas of biological importance as Significant Ecological Areas (SEA). Sensitive natural communities are included in mapped SEAs. According to the SEA Policy Map, the project site is not located within a SEA (DRP 2019). The edge boundary of the closest SEA is located approximately 8,500 feet south of the project site. Implementation of the project would not result in adverse impacts on any sensitive natural communities. Therefore, the project would have no impact.

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?	☐	☐	☐	☒

The project site is not located within or in proximity of State or federally protected wetland, vernal pool, coastal wetland, or waters. Based on 2014 aerial imagery, there are no visible natural drainages within 1,000 feet from the boundaries of the project site. No wetlands are identified across or in proximity of the project site according to the USFWS National Wetlands Inventory (USFWS 2020). Implementation of the project would not result in adverse impacts on State or federally protected wetlands. Therefore, the project would have no impact.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or	☐	☐	☐	☒

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with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Wildlife corridors and habitat linkages are mapped as a part of the County SEA. These corridors and linkages are identified as areas where wildlife is able to move from one open space area or SEA to another. As stated above in the discussion for criteria 'b,' the project site is not located within or in proximity of a SEA. Adjacent properties and the vicinity of the project site are developed with existing commercial and residential uses. Additionally, the California Audubon does not identify the project site or vicinity as an Important Bird Area (National Audubon Society 2020). As stated in the discussion for criteria 'c,' there are no wetlands or waterways located on the project site or vicinity that would support migratory fish. Implementation of the project would not result in adverse impacts on the movement of native resident or migratory fish or wildlife species. Therefore, the project would have no impact.

e) Convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean natural grade) or other unique native woodlands (juniper, Joshua, southern California black walnut, etc.)? ☐ ☐ ☐ ☒

The County's SEAs identify and include locations of oaks and oak woodlands. As stated above in the discussion for criteria 'b,' the project site is not located within or in proximity of a SEA. The project site is vacant with evidence of previous grading and ground disturbance activity, and currently contains ruderal grasses and weedy vegetation; the project site does not contain any trees. Implementation of the project would not convert oak woodlands or adversely impact unique native tress. Therefore, the project would have no impact.

f) Conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.174), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, Ch. 102), Specific Plans (L.A. County Code, Title 22, Ch. 22.46), Community Standards Districts (L.A. County Code, Title 22, Ch. 22.300 et seq.), and/or Coastal Resource Areas (L.A. County General Plan, Figure 9.3)? ☐ ☐ ☐ ☒

As stated above in the discussion for criteria 'a,' 'b,' 'd,' and 'e,' the project site does not contain any special status or protected biological resources and is not located in a SEA. Implementation of the project would not conflict with any local policies or ordinances protecting biological resources. Therefore, the project would have no impact.

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g) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved state, regional, or local habitat conservation plan?	☐	☐	☐	☒

The project site is not located in any conservation plan area. As stated above in the discussion for criteria 'b.' Therefore, the project would have no impact.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The project consists of the development of three structures on 1.95 acres of undeveloped land: a 6,000 SF retail building, a 3,300 SF restaurant, and a 1,600 SF storage building. Access to the site would be provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

The environmental and regulatory setting related to biological resources include:

- California Natural Diversity Database (CNDDB): The federal Endangered Species Act and the California Endangered Species Act state that animals and plants that are threatened with extinction or are in a significant decline will be protected and preserved. The CNDDB is a program that inventories the status and locations of rare animals and plants in California.
- California Audubon Important Bird Areas: Important Bird Areas identify sites that provide essential habitat for birds. As such they establish a useful framework for helping guide efforts to conserve birds statewide.
- Los Angeles County Significant Ecological Areas (SEA): A County identification tool and planning overlay that maps ecologically important land and water systems that are valuable as plant and/or animal communities, often integral to the preservation of threatened or endangered species, and conservation of biological diversity in the County.

The project site is not located within areas impacted by any of the above referenced environmental or regulatory settings. The CNDDB notes an occurrence of a threatened candidate species south of the project site. Given the ability of this species to traverse the distance between its possible occurrence location and the project site, they could potentially be drawn to the area to feed on insects which are attracted to the lights found in developed areas. They may also find areas that structurally resemble caves to nest in. However, the project would comply with Rural Outdoor Lighting District standards (Los Angeles County Code Part 9 of Chapter 22.44), which require lighting design that minimizes adverse offsite impacts of outdoor lighting. The project, as designed, would not create cave-like structures on the site to further eliminate any potential habitat for or project impacts on the threatened candidate species. Therefore, the project would have a less than significant impact on biological resources.

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5. CULTURAL RESOURCES

	Potentially Significant Impact	*Less Than Significant Impact 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 CEQA Guidelines § 15064.5?	☐	☐	☐	☒

Pursuant to the List of Historic Places designated by the State of California and the List of National Historic Landmarks, there are no recognized structures on the vacant site nor is the project site itself designated as a historic place. There are no designated structures or sites of historic significance in the immediate vicinity of the project site.

Under the CEQA Guidelines, a structure must be at least 50 years old to meet the minimum threshold as a historical resource. The project site is vacant; there are no structures on-site that are 50 years old or greater. Implementation of the project would not create an adverse change in the historical significance of the project site. Therefore, the project would have no impact.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?	☐	☐	☒	☐

The project site does not contain any known archaeological resources. The project site is relatively flat, and implementation of the project would not require extensive grading of the project site. County conditions of approval would address unanticipated archaeological discoveries and development of specific mitigation measures if such resources are encountered during any ground-disturbing project development activity. Therefore, the project would have a less than significant impact.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

The project site does not contain any known paleontological resources, sites, or unique geologic feature. As stated above in the discussion for criteria 'b,' the project site is relatively flat, and implementation of the project would not require extensive grading of the project site. County conditions of approval would address unanticipated paleontological discoveries and development of specific mitigation measures if such resources are encountered during any ground-disturbing project development activity. Therefore, the project would have a less than significant impact.

d) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

The project site is not presently used as a cemetery, nor located adjacent to or near a cemetery, nor has any record of prior use as a cemetery. Implementation of the project would not require a General Plan amendment, a zoning designation amendment, or the adoption or amendment of the Antelope Valley Area Plan. Surrounding properties have been developed for commercial retail, food service, and residential uses

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without known occurrences of human remains. Potentially significant impacts would occur if the implementation of the project would result in the unanticipated discovery of human remains. Therefore, Mitigation Measure CR-1 would be incorporated as part of the project to ensure project impacts on human remains, if encountered, would be less than significant.

Mitigation Measures

CR-1. Unanticipated Discovery of Human Remains.

- In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the Fernandeño Tataviam Band of Mission Indians (FTBMI) shall be contacted, as detailed within TCR-1, to provide Tribal input with regards to significance and treatment.
- If significant pre-contact and/or post-contact cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to the FTBMI for review and comment. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.
- 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.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The project consists of the development of three structures on 1.95 acres of undeveloped land: a 6,000 SF retail building, a 3,300 SF restaurant, and a 1,600 SF storage building. Access to the site would be provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

The environmental and regulatory setting related to cultural resources include:

- CEQA Guidelines § 15064.5(a): This section provides eligibility criteria for historic resources.
- State of California List of Historical Landmarks and Points of Historical Interest: California Historical Landmarks are buildings, structures, sites, or places that have been determined to have statewide historical significance by meeting certain criteria. California Points of Historical Interest are sites, buildings, features, or events that are of local significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value.
- California Health and Safety Code § 7050.5: This section states that in the event of the discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined whether or not the remains are subject to the coroner's authority. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission within 24 hours of this identification.

Although the project site is located in an area with known human settlements, the subject property does not contain any known historical, archeological, paleontological resources, or human remains pursuant to any of the above referenced environmental or regulatory settings. The surrounding properties are developed with a freeway, drive-through restaurant, gas station, and retail commercial with no known archaeological or paleontological resources. There is minor grading proposed in order to implement the project. Should there

be any discovery of unanticipated archaeological or paleontological resources during any part of the grading or construction process, development activities would be halted to carry out proper consultation, identification, and removal actions. Mitigation Measure CR-1 provides guidelines and protocols to be implemented if human remains are encountered during project construction activities. Therefore, the project would have a less than significant impact on cultural resources.

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6. ENERGY

	Potentially Significant Impact	*Less Than Significant Impact 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?	☐	☐	☒	☐

The project would use nonrenewable resources for construction and operation of the project. Natural resources that would be utilized by the project include petroleum-based fuels for vehicles and equipment, operational building energy usage, and operational water consumption.

During project construction, energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, and vehicles used to deliver materials to the site. The project would require site preparation and grading, including hauling material off-site; pavement and asphalt installation; building construction; architectural coating; and landscaping and hardscaping. Construction equipment would be maintained to all applicable standards, and construction activity and associated fuel consumption and energy use would be temporary and typical for construction sites. It is also reasonable to assume contractors would avoid wasteful, inefficient, and unnecessary fuel consumption during construction to reduce construction costs.

Energy would be consumed in the form of petroleum-based on fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, and vehicles used to deliver materials to the site. The total consumption of gasoline and diesel fuel during project construction was estimated using the assumptions and factors from CalEEMod Version 2016.3.2 (Appendix B). As shown in

Table *4*, construction equipment, hauling and vendor trips, and worker trips would consume approximately 26,535 gallons of fuel over the project construction period. Of this total, construction equipment would consume an estimated 16,408 gallons of fuel; vendor trips would consume approximately 6,462 gallons of fuel; and worker trips would consume approximately 3,665 gallons of fuel. Appendix B includes energy calculations associated with project construction. Therefore, the project would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and the construction-phase impact related to energy consumption would be less than significant.

Operation of the project would contribute to area energy demand by consuming electricity, natural gas, and gasoline consumption. Natural gas and electricity would be used for heating and cooling systems, lighting, appliances, water use, and the overall operation of the project. Gasoline consumption would be attributed to the trips generated from employees and patrons of the proposed project uses.

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Table 4 Estimated Fuel Consumption during Construction

Fuel Type	Gallons of Fuel	MMBtu[4]
Diesel Fuel (Construction Equipment)[1]	16,408	2,091
Diesel Fuel (Hauling & Vendor Trips)[2]	6,462	824
Other Petroleum Fuel (Worker Trips)[3]	3,665	402
Total	**26,535**	**3,317**

[1] Fuel demand rate for construction equipment is derived from the total hours of operation, the equipment's horse power, the equipment's load factor, and the equipment's fuel usage per horse power per hour of operation, which are all taken from CalEEMod outputs (see Appendix B), and from compression-ignition engine brake-specific fuel consumptions factors for engines between 0 to 100 horsepower and greater than 100 horsepower (USEPA 2018). Fuel consumed for all construction equipment is assumed to be diesel fuel.

[2] Fuel demand rate for vendor trips (cut material imports) is derived from vendor trip number, vendor trip length, and vendor vehicle class from "Trips and VMT" Table contained in Section 3.0, *Construction Detail*, of the CalEEMod results (see Appendix B). The fuel economy for vendor trip vehicles is derived from the United States Department of Transportation (DOT 2018). Fuel consumed for all hauling trucks is assumed to be diesel fuel.

[3] The fuel economy for worker trip vehicles is derived from the U.S. Department of Transportation National Transportation Statistics (24 mpg) (DOT 2018). Fuel consumed for all worker trips is assumed to be gasoline fuel.

[4] CaRFG CA-GREET 2.0 fuel specification of 109,786 Btu/gallon used to identify conversion rate for fuel energy consumption for worker trips specified above (CARB 2015). Low-sulfur Diesel CA-GREET 2.0 fuel specification of 127,464 Btu/gallon used to identify conversion rate for fuel energy consumption for construction equipment specified above (CARB 2015). Due to rounding, numbers may not add up precisely to the totals indicated.

The project-generated daily trips were conservatively overestimated (based on the Supplemental Traffic Analysis (Supplemental TA; Appendix E) and CalEEMod land use defaults, to determine the energy consumption associated with fuel use from operation of the project. The majority of the fuel consumption would be from motor vehicles traveling to and from the project site. According to CalEEMod calculations (Appendix B), the project would result in approximately 2,231,222 annual vehicle miles travelled (VMT). Table ***5*** shows the project's estimated total annual fuel consumption using the estimated trip generation and VMT with the assumed vehicle fleet mix. One gallon of gasoline is equivalent to approximately 109,786 British thermal units (Btu), while one gallon of diesel is equivalent to approximately 127,460 Btu (EIA 2018). Appendix B includes energy calculations associated with project operation.

Table 5 Estimated Annual Transportation Energy Consumption during Operations

Vehicle Type[1]	Percent of Vehicle Trips[2]	Annual Vehicle Miles Traveled[3]	Average Fuel Economy (miles/gallon)[4]	Total Annual Fuel Consumption (gallons)	Total Fuel Consumption (MMBtu)[5]
Passenger Cars	54.96	1,226,188	24	51,091	5,609
Light/Medium Trucks	36.30	809,911	17.4	46,547	5,110
Heavy Trucks/Other	8.66	193,123	7.4	26,098	2,865
Motorcycles	0.09	1,999	43.9	46	5
Total	**100**	**2,231,222**	–	**123,782**	**13,589**

[1] Vehicle classes provided in CalEEMod do not correspond exactly to vehicle classes in DOT fuel consumption data, except for motorcycles. Therefore, it was assumed that passenger cars correspond to the light-duty, short-base vehicle class, light/medium trucks correspond to the light-duty long-base vehicle class, and heavy trucks/other correspond to the single unit, two-axle six-tire or more class.

[2] Percent of vehicle trips from Table 4.4 "Fleet Mix" in Air Quality and Greenhouse Gas Emissions Study, CalEEMod output (Appendix B).

[3] Mitigated annual VMT found in Table 4.2 "Trip Summary Information" in CalEEMod output (Appendix B).

[4] Average Fuel Economy: DOT 2018.

[5] CaRFG fuel specification of 109,786 Btu/gallon used to identify conversion rate for fuel energy consumption for vehicle classes specified above (CARB 2015).

Notes: Totals may not add up due to rounding.

As shown in Table 5, the project would consume approximately 123,782 gallons of fuel, or 13,589 million British thermal units (MMBtu), each year for transportation uses from project operation under the most conservative estimate.

Project operation would consume approximately 0.24 GWh of electricity per year (Appendix B). The project's electricity demand would be served by Southern California Edison (SCE), which provided 85,275 Gigawatt hours (GWh) of electricity in 2018 (CEC 2018a). The project's electricity demand would represent less than 0.001 percent of electricity provided by SCE. Therefore, SCE would have sufficient supplies for the project. Estimated natural gas consumption for the project would be less than 0.01 million therms (MMthm) per year (Appendix B). The project's natural gas demand would be serviced by the Sothern California Gas Company (SoCalGas), which provided 5,156 MMthm per year in 2018 (CEC 2018b). The project's natural gas consumption would represent less than 0.001 percent of natural gas provided by SoCalGas; which would therefore have adequate supply to serve the project.

The project is subject to County Title 31, *Green Building Standards Code*. The project would comply with all applicable standards to the satisfaction of the Department of Public Works, who administers County Title 31. The project would also be required to comply with all standards set in California Building Standards Code (CBC) Title 24, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation. The Building Energy Efficiency Standards (CBC Title 24, Part 6) requires newly constructed buildings to meet energy performance standards set by the Energy Commission. The California Green Building Standards (CALGreen) Code (CBC Title 24, Part 11) requires implementation of energy efficient light fixtures and building materials into the design of new construction projects. These standards are specifically crafted for new buildings to result in energy efficient performance so that the buildings do not result in wasteful, inefficient, or unnecessary consumption of energy.

Construction of the project would be temporary and typical of similar projects, and would not result in the wasteful, inefficient, or unnecessary consumption of energy. Operation of the project would consume fuel, natural gas, and electricity; however, the project would conform to the latest versions of the Building Energy Efficiency Standards and CALGreen Code, and would therefore not lead to wasteful, inefficient, or unnecessary consumption of energy resources. Proposed uses are similar to existing uses in the project site vicinity, which consume energy resources, but not determined to be wasteful, inefficient, or unnecessary. Therefore, the project would have a less than significant impact.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? ☐ ☐ ☒ ☐

The project as designed would comply with the performance levels and residential mandatory measures of the latest version of the Building Energy Efficiency Standards and CALGreen Code (Title 24, Parts 6 and 11), effective January 1, 2020, which would reduce energy consumption compared to standard building practices as well as County Title 31. Measures to meet these energy standards may include low-flow plumbing fixtures, water-efficient irrigation systems, high-efficiency heating, ventilation, and air conditioning (HVAC) and hot water storage tank equipment, and lighting conservation features. Compliance with these regulations would ensure the project would not conflict with adopted energy conservation plans. Therefore, the project would have a less than significant impact.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The project consists of the development of three structures on 1.95 acres of undeveloped land: a 6,000 SF retail building, a 3,300 SF restaurant, and a 1,600 SF storage building. Access to the site would be provided

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from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

The environmental and regulatory setting related to energy includes:

- Los Angeles County Code Title 31 Green Building Standards Code: The purpose of the County's Green Building Program is to establish green building development standards for new projects with the intent to conserve water, conserve energy, conserve natural resources, divert waste from landfills, minimize impacts to existing infrastructure, and promote a healthier environment.
- CALGREEN Building Code: The State of California adopted a set of mandatory measures that establish a minimum for green construction practices.

The project is required to comply with the above referenced regulatory codes. Therefore, the project would have a less than significant impact on energy resources.

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7. GEOLOGY AND SOILS

	Potentially Significant Impact	*Less Than Significant Impact 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 active fault trace? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐

The entirety of Los Angeles County is part of the seismically active region of Southern California. No known surface traces of active faults traverse the project site and the project site is not located within an Alquist Priolo Earthquake Fault Zone (CalOES 2015). The closest major seismic source is the San Andreas Fault located approximately six miles north of the project site.

A geotechnical report has been prepared for the project site. Based on the geotechnical report, the project site is considered to be suitable from a soil and engineering standpoint for construction of a commercial building and restaurant provided recommendations for any potential geologic disturbances that may occur during the construction phase. Therefore, the project would have a less than significant impact.

ii) Strong seismic ground shaking?	☐	☐	☒	☐

Ground shaking resulting from earthquakes common to Southern California can be expected within the lifespan of the proposed structures, given that the entirety of Los Angeles County is located in a seismically active region. As stated above in the discussion for criteria 'a.i,' there are no known surface fault traces on the project site, and the project site is not located in a known Fault Zone. No major problems are anticipated as a result of fault displacement or ground lurching resulting from earthquakes, and proposed buildings would be constructed according to seismic design factors outlined in the California Building Code. Therefore, the project would have a less than significant impact.

iii) Seismic-related ground failure, including liquefaction and lateral spreading?	☐	☐	☐	☒

Soils subject to liquefaction are water-saturated soils, frequently loosely packed and granular in nature, that when subjected to seismic activity lose their cohesion and act like a fluid. The project site is not located within a designated liquefaction zone (CalOES 2015). The soil condition that occurs at the site is one of thick dense older alluvium underlain by bedrock. The observed conditions are not considered to be conducive to seismic-related ground failure. Therefore, the project would have no impact.

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iv) Landslides? ☐ ☐ ☐ ☒

A landslide is the movement or flow of soil, rocks, earth, water, or debris down a slope. The project site is relatively flat and there are no topographical features present on-site or in the immediate vicinity. The project site is not located in a designated landslide area (DOC 2018). Therefore, the project would have no impact.

b) Result in substantial soil erosion or the loss of topsoil? ☐ ☐ ☒ ☐

The project site was previously cleared and does not contain any structures. There are no indications that the site was previously developed. Implementation of the project entails 590 cubic yards of cut and 590 cubic yards of fill grading that would be balanced on-site, as well as 12,945 cubic yards of over-excavation grading (8,718 cubic yards for the building and 4,227 cubic yards for the parking lot). A geotechnical report has been prepared and includes construction standards to address any soil issues that may arise from construction activities. The project site would be fully developed with the proposed buildings, surface parking lot, and landscaped areas such that no soil would remain exposed. Therefore, the project would have a less than significant impact.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? ☐ ☐ ☐ ☒

A geotechnical report has been prepared for the project site (Appendix C). The soil condition that occurs at the project site is one of thick dense older alluvium underlain by bedrock. No groundwater was encountered during soil sampling activities. The observed conditions are not considered to be conducive to liquefaction. Based on the report, soil instability is not expected to occur at the project site during the lifespan of the project. Therefore, the project would have a no impact.

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? ☐ ☐ ☒ ☐

Soils on the project site are generally granular and have a low expansion potential. Selective grading is recommended such that granular soils are blended with the clayey soils to reduce the potential of expansivity. Therefore, the project would have a less than significant impact.

e) Have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater? ☐ ☐ ☒ ☐

The project includes installation of an on-site wastewater treatment system. A Hydrology Study and Low Impact Design (LID) plan of the on-site wastewater treatment system were submitted for consultation with the Department of Public Health, which determined that the percolation test results were acceptable for the installation of such system but that approval from the Regional Water Quality Control Board must be received prior to the issuance of a building permit. Therefore, the project would be less than significant.

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f) Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, Ch.22.104)? ☐ ☐ ☐ ☒

The project site is not located within a designated Hillside Management Area, and is relatively flat with no slopes above 25 percent. There are no topographic features located on the project site or immediate vicinity. Implementation of the project would not conflict with the Hillside Management Area Ordinance. Therefore, the project would have no impact.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The project consists of the development of three structures on 1.95 acres of undeveloped land: a 6,000 SF retail building, a 3,300 SF restaurant, and a 1,600 SF storage building. Access to the site would be provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

The environmental/regulatory setting related to geology and soils include:

- Seismic Hazards Mapping Act: This act requires the California Geological Survey to prepare Seismic Hazard Zone Maps that show areas where earthquake induced liquefaction or landslides have historically occurred, or where there is a high potential for such occurrences.
- Hillside Management Area Ordinance: This ordinance regulates development in hillsides of 25 percent slope or greater to address these potential hazards.

The project site is not located within areas impacted by any of the above referenced environmental or regulatory settings. However, seismic activity from the San Andreas fault located six miles north of the project site could impact the site; though potential seismic activity is not unique to the project site, which is located in Los Angeles County, a seismically active region. Therefore, the project would have no impact or have less than a significant impact on geology and soils.

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8. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Generate greenhouse gas (GHGs) emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒

The project would generate GHGs, though it should be less than significant given the size of the project site and proposed scale of the project. Various plans have analyzed the effects on GHG emissions based on this site being developed as a commercial use. The Southern California Association of Government's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy was adopted pursuant to the requirements of Senate Bill 375. It targets per capita GHG reduction from passenger vehicles and light duty trucks, incorporating projected land uses, in the Southern California region. Overall growth and development is directed towards existing rural town center areas and rural towns as identified in the County's Area Plan. Development of a balanced mix of uses and services that would accommodate the local populace would be emphasized. This project is located within a rural town area. Therefore, the project would have no impact.

b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

The project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. The project site is located in an area with existing commercial uses within an established community. It primarily serves the local community, offering services that local residents would otherwise have to drive further distances to obtain. Additionally, due to its function as a food service establishment with drive-thru, itinerant users would likely visit the project during existing travel. Policies within the Antelope Valley Area Plan direct development to rural town areas and rural town centers where development already exists; the project site is located within a rural town area. Implementation of the project would not conflict nor inhibit the implementation of applicable GHG emissions reduction plans, policies, or regulations. Therefore, the project would have no impact.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The project consists of the development of three structures on 1.95 acres of undeveloped land: a 6,000 SF retail building, a 3,300 SF restaurant, and a 1,600 SF storage building. Access to the site would be provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

While the project entails new commercial retail and food service uses to the community and would emit some level of GHGs, the impacts of such GHG emissions have been analyzed in the Southern California Association of Government's 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) as well as the Antelope Valley Area Plan, both of which analyzed the impacts of this property being used for commercial purposes. The RTP/SCS outlines a development pattern for the region which when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation. Therefore, the project would have no impact.

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9. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	*Less Than Significant Impact 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, storage, production, use, or disposal of hazardous materials?	☐	☐	☒	☐

The project entails development for commercial retail and food service uses. Construction activities would not generate hazardous waste materials (such as asbestos or lead) from demolition since the project site is vacant. Limited quantities of hazardous materials (such as solvents and low volatile organic compound paints or finishes) may be used during building construction. However, the transportation, use, storage, and disposal of construction materials and equipment would be compliant with applicable federal, State, and local regulations, standards, and guidelines.

Proposed commercial retail and food service uses would not emit or handle hazardous materials beyond typical commercial and food services uses, and landscape waste and materials. The project would not create a hazard to the public through transportation, storage, or generation of hazardous materials. Therefore, the project would have a less than significant impact.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials or waste into the environment?	☐	☐	☒	☐

Proposed commercial retail and food service uses would not use or generate hazardous materials and waste. Cleaning solvents and cooking oil would be used during project operations, but the quantities used would not generate an amount that constitutes a hazard nor would be released as waste into the environment. Therefore, the project would have a less than significant impact.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?	☐	☐	☒	☐

Sensitive uses within one-quarter mile of the project site include residences, High Desert Middle School (3620 Antelope Woods Road), and the Acton Agua Dulce Library (33792 Crown Valley Road). Despite the project site's proximity to existing sensitive uses, proposed uses would not use or generate hazardous materials in quantities that would constitute a hazard. Therefore, the project would have a less than significant impact.

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

Based on the California Department of Toxic Substances Control (DTSC) EnviroStor database, the project site is not listed as an existing or previously contaminated site, and there are no listed sites within 1,000 feet of the project site (DTSC 2020). According to the State Water Resources Control Board (SWRCB) GeoTracker database, the project site is not listed as an existing or previously contaminated site, but there are 13 listed sites within 1,000 feet of the project site. Two of the 13 sites are closed; six of the 13 sites are historical sites, and five of the 13 sites are under active remediation (SWRCB 2020a). According to the SWRCB per- and polyfluoroalkyl (PFAS) maps, the project site is not listed as an existing or previously contaminated site, and there are no listed sites within 1,000 feet of the project site that are contaminated or under statewide directive investigative orders (SWRCB 2020b). Therefore, the project would have no impact.

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

The project site is not located within an airport land use plan, not located within two miles of a public airport or public use airport, and is not located in the vicinity of a private airstrip. Agua Dulce Airport, located approximately six miles west of the project site, is the nearest airport. Therefore, the project would have no impact.

f) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? ☐ ☐ ☐ ☒

The County's Operational Area Emergency Response Plan (OAERP), identifies emergency procedures and emergency management routes in Los Angeles County. The project site is located on Sierra Highway, which is identified as a Highway Disaster Route. The development of the project would not impede upon the existing use of Sierra Highway as a Highway Disaster Route since all development would be located on the project site. The project would not block access to Sierra Highway. Therefore, the project would have no impact.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving fires, because the project is located:

i) within a high fire hazard area with inadequate access? ☐ ☐ ☒ ☐

ii) within an area with inadequate water and pressure to meet fire flow standards? ☐ ☐ ☒ ☐

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iii) within proximity to land uses that have the potential for dangerous fire hazard? ☐ ☐ ☒ ☐

The project site is located within a Very High Fire Hazard Severity Zone but has adequate access to a roadway as it is located along Sierra Highway which is an improved Mapped County Major Highway.

Fire flow availability was completed for the project and verified by the Los Angeles County Waterworks Districts. Los Angeles County Waterworks District No. 37 would serve water to the project. The size of the water main is 12 inches; and the size of each of the hydrants is 6x4x2-1/2 inches. The fire flow available is 2,000 gallons per minute for two hours. One hydrant is located 41 feet from the northeast corner of the project site and another hydrant is located 97 feet from the northwest corner of the project site.

Based on the DTSC EnviroStor, SWRCB GeoTracker databases and PFAS maps, the project site is not known to contain previous or existing contaminants. However, a fuel modification plan is required as a part the project, and the project would comply with the County Fire Code. Therefore, the project would have a less than significant impact.

h) Does the proposed use constitute a potentially dangerous fire hazard? ☐ ☐ ☒ ☐

Proposed uses include commercial retail and a drive-through restaurant. Operation of the restaurant would require the use of cooking oils and cleaning agents, which could constitute potentially fire hazards. However, these materials would be safely handled, pursuant to applicable federal, State, and local regulations, to limit the risk of potential fires. Therefore, the project would have a less than significant impact.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The project entails development of three structures on 1.95 acres of undeveloped land: a 6,000 SF retail building, a 3,300 SF restaurant with drive-through, and a 1,600 SF storage building. Access to the site would be provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

The environmental/regulatory setting related to hazards and hazardous materials include:

- California Health and Safety Code §25501(o): The California Department of Toxic Substances is responsible for classifying hazardous materials in the state of California. Hazardous materials are generally defined as any material that because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or future hazard to human health and safety or to the environment, if released into the workplace or the environment.
- Los Angeles Health Hazardous Materials Division (HHMD): HHMD is the Certified Unified Program Agency for Los Angeles County. It is responsible for issuing permits and inspects hazardous material handling and hazardous waste generating businesses to ensure compliance with federal, State, and local laws and regulations. It oversees the proper handling, treatment, transportation, and disposal of hazardous wastes generated by many industries.
- Operational Area Emergency Response Plan (OAERP): This plan strengthens short and long-term emergency response and recovery capability, and identifies emergency procedures and emergency management routes in the County.
- General Plan Safety Element: Fire Disaster Routes and Disaster Routes are identified showing the routes that emergency responders are likely to take when responding to an emergency scenario, the

routes that residents will be funneled toward to exit an area affected by a disaster, and the field facilities that will be used by emergency responders to coordinate their activities.

There are four issues covered under this section and include hazardous materials, airport land use, emergency response, and fire risk. The proposed uses do not include hazardous material production such as oil refinery, but the project would use materials such as cooking oil and cleaning solvents. These materials would not be used in substantive abundance to qualify them as hazardous materials though they would be properly contained, transported, and stored.

The project site is not located within an airport land use plan. Sierra Highway is identified as a Highway Disaster Route, and the project would not reduce the travel lanes for emergency services or evacuation. The project site is located within a Very High Fire Hazard Severity Zone and would be required to incorporate a fuel modification plan and ensure adequate water for fire flow. Therefore, the project would have a less than significant impact on hazards and hazardous materials.

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10. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	*Less Than Significant Impact 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?	☐	☐	☐	☒

The project would not connect to the municipal wastewater system; the project includes installation of an on-site Wastewater Treatment System to contain waste discharge. A permit would be required by the Regional Water Quality Control Board and the Department of Public Health, and the project would comply with all applicable wastewater treatment standards. Clearance for the installation is contingent upon complying with conditions required by the Department of Public Health and the Regional Water Quality Control Board. There are no surface water bodies or groundwater sources located on the project site; implementation of the project would have no impact on surface waters or groundwater. Therefore, the project would have no impact.

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

The Los Angeles County Waterworks District No. 37 would provide water to the project site and proposed uses. The project does not include installation of water wells, and no water would be drawn from a groundwater source on the project site. The project site is currently vacant and undeveloped, containing 100 percent pervious surface. As currently proposed, 1.24 acres would be impervious with development of the proposed buildings and surface parking areas, and 0.71 acres would remain pervious with landscaping. The project would comply with the Los Angeles County Low Impact Development (LID) Ordinance. Therefore, the project would have a less than significant impact.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of a Federal 100-year flood hazard area or County Capital Flood floodplain; the alteration of the course of a stream or river; or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
(i) Result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐

There are no existing streams or rivers crossing the project site. The project site is relatively flat with a five percent southwestward down slope. Sierra Highway borders the north boundary of the project site and Antelope Valley Freeway borders the southern boundary. Properties directly to the west and east of the project site are fully developed and no offsite drainage runs onto the project site from these adjoining properties. Implementation of the project would change the drainage of the project site; however, the project would not result in substantial erosion or siltation during project construction or operations. Therefore, the project would have a less than significant impact.

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(ii) Substantially increase the rate, amount, or depth of surface runoff in a manner which would result in flooding on- or offsite? ☐ ☐ ☒ ☐

As stated above in the discussion for criteria 'c.ii,' there are no existing streams or rivers crossing the project site, and the project site is relatively flat. Properties directly to the west and east of the project site are fully developed and no offsite drainage runs onto the project site from these adjoining properties. There is no offsite drainage onto the site. The project site has two drainage areas. The eastern part of the project site drains by surface runoff and enters the infiltration basin on the south close to the eastern property line. The western part of the project site has several planter areas used for minor infiltration, de-silting and debris capture prior to entering the infiltration basin. The southwest portion of the project site is not paved and is proposed to be an open graded area of decomposed granite or a fine grade rock surface to allow infiltration for the entire back portion of the project site. Roof drains would be directed underground and outlet into the infiltration basin along the south property line. A catch basin located at the southwest corner of the building would capture the runoff from the parking lot, and outlet into the infiltration basin. Therefore, the project would have a less than significant impact.

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

The catch basin located on southwestern side of the project site would be designed for a 25-year frequency storm and the pipe slope would be close to a five percent grade. The outlet would be non-erosive and would disperse in the easterly end of the basin. This is designed to be infiltrated into the basin. Both drainage areas on the project site do not have a restriction on the outlet from the site. The infiltration basins would have a non-erosive overflow system design over the concrete curbs that outline the basins. Each drainage area would have a system to filter sediment, trash, and debris prior to outlet into the infiltration basins. Therefore, the project would have a less than significant impact.

(iv) Impede or redirect flood flows which would expose existing housing or other insurable structures in a Federal 100-year flood hazard area or County Capital Flood floodplain to a significant risk of loss or damage involving flooding? ☐ ☐ ☐ ☒

The proposed uses include commercial retail and food service; there are no residential uses proposed as part of the project. The project site is vacant and implementation of the project would not demolish existing or construct new residential sues on the project site. Therefore, the project would have no impact.

d) Otherwise place structures in Federal 100-year flood hazard or County Capital Flood floodplain areas which would require additional flood proofing and flood insurance requirements? ☐ ☐ ☐ ☒

The project site is located within Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) Zone D, where flood hazards are undetermined but not federally required (FEMA 2008). The project site is not located within a 100-year flood hazard area, floodway, or floodplain (DRP 2015b).

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The project would construct commercial retail and food services buildings on the site, but these buildings would not be located within a floodplain. Therefore, the project would have no impact.

e) Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84)? ☐ ☐ ☒ ☐

The project is required to comply with the County's LID Ordinance, and would therefore not conflict with the LID Ordinance. The project is required to also submit a LID plan to the Department of Public Works for approval. Therefore, the project would have a less than significant impact.

f) Use onsite wastewater treatment systems in areas with known geological limitations (e.g. high groundwater) or in close proximity to surface water (including, but not limited to, streams, lakes, and drainage course)? ☐ ☐ ☒ ☐

The project includes installation of an on-site wastewater treatment system although the project site is not in an area with known geological limitations or in proximity to surface waters. A Hydrology Study and LID plan were completed for the project, which explored subsurface conditions and testing of percolation rates to evaluate the feasibility of a new on-site wastewater treatment system (Appendix D). Test holes were drilled on the project site, which determined that no groundwater was observed. No evidence of staining, mottling or weathering consistent with higher groundwater levels were observed during boring tests. Regionally, historic high groundwater levels are in the <40 feet below surface range as suggested by the State of California. It is believed that groundwater will not rise to within 10 feet of the proposed on-site wastewater treatment system. Therefore, the project would have a less than significant impact.

g) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? ☐ ☐ ☐ ☒

The project site is not located in a flood hazard, tsunami, or seiche zone. The project site is approximately 40 miles west of the Pacific Ocean coastline, and there are no water bodies located in the immediate vicinity of the project site that would pose the threat of a seiche event. Therefore, the project would have no impact.

h) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? ☐ ☐ ☒ ☐

The project would not conflict with or obstruct implementation of any applicable water quality control plans or groundwater management plans for the Acton community or Los Angeles County region. All proposed development of the commercial retail and food service uses, associated storage building, surface parking and landscape areas, and on-site wastewater treatment system would take place on the project site, which is currently vacant with no surface water features. Water supply to the project would be provided by Los Angeles County Waterworks District No. 37; the project would not rely on groundwater supplies derived from the project site and the project does not include installation of any water wells. Therefore, the project would have a less than significant impact.

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EVALUATION OF ENVIRONMENTAL IMPACTS:

The project consists of the development of three structures on 1.95 acres of undeveloped land: a 6,000 SF retail building, a 3,300 SF restaurant, and a 1,600 SF storage building. Access to the site would be provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

The environmental/regulatory setting related to hydrology and water quality includes:

- National Pollutant Discharge Elimination System (NPDES): This permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Point sources are discrete conveyances such as pipers or manmade ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.
- California Code Title 23, Division 3 - California Waste Discharge Requirements: State regulations governing state water resources control boards.
- Los Angeles County Stormwater Ordinance: The purpose of this ordinance is to protect the health and safety of residents by protecting the beneficial uses, marine habitats, and ecosystems of receiving waters within the county from pollutants carried by the stormwater and non-stormwater discharges.
- Los Angeles County Low Impact Development Ordinance: The low impact development standards are intended to distribute stormwater and urban runoff across development sites to help reduce adverse water quality impacts and help replenish groundwater supplies.
- Federal Emergency Management Agency (FEMA) Flood Zones: FEMA performs hydrologic and hydraulic studies that identify flood-prone areas and provide flood risk data. An area that has been designated a 100-year flood plain is considered likely to flood under the 100-year storm event.

Los Angeles County is split between two water quality regions: the Los Angeles Region and the Lahontan Region. Each regional board prepares and maintains a Basin Plan which identifies narrative and numerical water quality objectives to protect all beneficial uses of the waters of that region. The Basin Plans achieve the identified water quality objectives through implementation of Waste Discharge Requirements and by employing three strategies for addressing water quality issues: control of point source pollutants, control of nonpoint source pollutants, and remediation of existing contamination. The project site is located within the Regional Water Quality Control Board Los Angeles Region.

During the construction phase of the project, the pollutants of greatest concern are sediment, which may run off the project site due to site grading or other site preparation activities, and hydrocarbon or fossil fuel remnants from the construction equipment. Construction runoff is regulated by the NPDES Construction General Permit. This permit applies to all construction which disturbs an area of at least one acre.

Because all projects are required to comply with all of the above-mentioned regulations and the proposed project is not a point source pollutant producer, the project would have a less than significant impact on hydrology and water quality.

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11. LAND USE AND PLANNING

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒

The project site is located within Acton proper ~~on Sierra Highway~~ west of Crown Valley Road. The project site shows evidence of prior disturbance and grading, and conforms to the existing street pattern. While there are no definitive legal boundaries between communities in the Antelope Valley, the community of Acton is located on the southwestern boundary of the Antelope Valley Area Plan. On the west side of Acton is the Santa Clarita Valley Area Plan and the community of Agua Dulce. The demarcation of those two plans is approximately 3.25 miles to the west of the project site. The project does not include any developments, such as constructing new freeways and flood control channels, that would divide the community of Acton. Therefore, the project would have no impact.

b) Cause a significant environmental impact due to a conflict with any County land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

The project site has a land use designation of CR (Rural Commercial). The proposed uses are consistent with the land use designation as this category allows for limited, low-intensity commercial uses that are compatible with rural and agricultural activities, including retail, restaurants, and personal and professional offices. Implementation of the project would not require a General Plan amendment.

The project site is zoned C-RU-DP (Rural Commercial – Development Program). The proposed uses are consistent with the zoning which allows for the development of retail uses and restaurants. The project would also comply with the requirements of the Acton Community Standards District. Such requirements include, but are not limited to, a 35-foot height restriction, western frontier design, and concealment of external utilities. Implementation of the project would not require a zoning amendment.

Therefore, the project would have no impact.

c) Conflict with the goals and policies of the General Plan related to Hillside Management Areas or Significant Ecological Areas?	☐	☐	☐	☒

The project site is not located in a Hillside Management or Significant Ecological Area. Therefore, the project would have no impact.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The project entails development of three structures on 1.95 acres of undeveloped land: a 6,000 SF retail building, a 3,300 SF restaurant with drive-through, and a 1,600 SF storage building. Access to the site would be provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

The project as designed and proposed uses would be consistent with the Antelope Valley Area Plan. The project site is located in an area of the community intended for commercial use. The proposed commercial retail and food service uses would be compatible with existing development in the vicinity of the project site, which includes a freeway, drive-through restaurant, retail commercial, and gas station. The base zoning of the project site, C-RU (Rural Commercial), allows retail stores and restaurants as permitted uses. The combining zone of –DP (Development Program) requires the project to obtain a conditional use permit. The project is consistent with all requirements of the County zoning ordinance. Therefore, the project would have no impact on land use and planning.

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12. MINERAL RESOURCES

	Potentially Significant Impact	*Less Than Significant Impact 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?	☐	☐	☐	☒

The project site is not located in a Mineral Resource Zone (MRZ), as mapped by the California Geological Survey and shown in Figure 5.11-2, *Mineral Resource Zone-2 Areas, Antelope Valley Planning Area, San Fernando Planning Area, and Santa Clarita Valley Planning Area* and shown in Map 4.4, *Town and Country Planning Area Mineral Resource Zones* (DRP 2014; DRP 2015b). Implementation of the project would not result in the loss of availability of known mineral resources. Therefore, the project would have no impact.

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?	☐	☐	☐	☒

As stated above in the discussion for criteria 'a,' the project site is not located in an MRZ, and implementation of the project would not result in the loss of availability of known mineral resources. Therefore, the project would have no impact.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The project entails development of three structures on 1.95 acres of undeveloped land: a 6,000 SF retail building, a 3,300 SF restaurant with drive-through, and a 1,600 SF storage building. Access to the site would be provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

The environmental and regulatory setting related to mineral resources includes:

- California Surface Mining and Reclamation Act of 1975 (SMARA): This act was adopted to encourage the production and conservation of mineral resources, prevent or minimize adverse effects to the environment, and protect public health and safety.
- Mineral Resource Zones (MRZ-2s): The State of California's Geological Survey Division of Mines and Geology identify deposits of regionally significant aggregate resources. These clusters or belts of mineral deposits are designated as MRZ-2s. There are four major MRZ-2s designated in the County: the Little Rock Creek Fan, Soledad Production Area, Sun Valley Production Area, and Irwindale Production Area. The California Department of Conservation protects mineral resources to ensure adequate supplies for future production.
- Title 22 of the Los Angeles County Code (Part 9 of Chapter 22.56): This section requires that applicants of surface mining projects submit a Reclamation Plan prior to receiving a permit to mine, which must describe how the excavated site will ultimately be remediated and transformed into another use.

The subject property is not located within an MRZ-2 nor is it mapped as a locally-important mineral resource recovery site. Therefore, the project would have no impact on mineral resources.

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13. NOISE

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08), or applicable standards of other agencies?	☐	☐	☒	☐

The project entails development of a retail building, drive-through restaurant, and storage building, which are allowed uses for the project site under the current zoning regulation. Similar uses on either side of the subject property currently exist and have not exhibited activities that generate noise levels in excess of the standards during operation hours. The project would be conditioned so that ambient noise associated with temporary construction activities would be limited to hours pursuant to the County noise ordinance to reduce and eliminate noise impacts to existing residences located 465 feet north of the project site. Therefore, the project would have a less than significant impact.

b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐

The project site is relatively flat, and implementation of the project would not require extensive grading of the project site. Temporary construction activities may generate groundborne vibration; however, equipment such as a pile driver would not be required to construct the proposed buildings. The proposed uses (commercial retail and food service) are recognized as uses that would generate vibration impacts during operations. As stated above in the discussion for criteria 'a,' the project would be conditioned so that construction activities would be limited to hours pursuant to the County noise ordinance to reduce and eliminate noise and vibration impacts to existing residences located north of the project site. Therefore, the project would have a less than significant impact.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

The project site is not located within an airport land use plan, not located within two miles of a public airport or public use airport, and is not located in the vicinity of a private airstrip. Agua Dulce Airport, located six miles west of the project site, is the nearest airport. Therefore, the project would have no impact.

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EVALUATION OF ENVIRONMENTAL IMPACTS:

The project consists of the development of three structures on 1.95 acres of undeveloped land: a 6,000 SF retail building, a 3,300 SF restaurant, and a 1,600 SF storage building. Access to the site would be provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

The environmental and regulatory setting related to noise includes the Los Angeles County Code Title 12, Chapter 12.08 (Noise Control Ordinance).

The project would comply with the Noise Control Ordinance and County Code § 12.12. Noise generated by construction equipment during the construction phase of the project may result in a substantial temporary increase in ambient noise levels. Construction activities would be conducted according to best management practices, including maintaining construction vehicles and equipment in good working order by using mufflers where applicable, limiting the hours of construction, and limiting the idle time of diesel engines. Noise from construction equipment would be limited by compliance with the Los Angeles County Noise Control Ordinance, as contained in Chapter 12.08 of the Los Angeles County Code, Title 12.

The project site is not within two miles of an airport or located with an airport land use compatibility plan. With the required compliance with the County's Noise Control Ordinance, the noise from temporary construction activities would have a less than significant impact.

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14. POPULATION AND HOUSING

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒

Proposed project uses would employ a maximum of six restaurant employees per shift with a maximum of four restaurant shifts, and a maximum of two retail employees with a maximum of two retail shifts. A total of 28 employees would cycle through the project site in one day during project operation. The number of employees on-site at any given time would not result in direct substantial unplanned population growth in the area since project employees would most likely be residents of Acton and the existing local community. Implementation of the project would not result in indirect population growth since there are no road extensions or other infrastructure required as a condition of the proposed development. Therefore, the project would have no impact.

b) Displace substantial numbers of existing people or housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

The project site is vacant with evidence of previous grading and disturbance, and is surrounded by existing commercial retail, food service, and residential uses in the vicinity. There are no buildings or residences present on the project site; implementation of the project would not displace people or housing, and would not necessitate the construction of replacement housing elsewhere. Therefore, the project would have no impact.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The project consists of the development of three structures on 1.95 acres of undeveloped land: a 6,000 SF retail building, a 3,300 SF restaurant, and a 1,600 SF storage building. Access to the site would be provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

The unincorporated areas of Los Angeles County are projected to climb to a population of 1,044,500 people in 2016 to 1,258,000 people in 2045, a 20-percent increase (SCAG 2020). For the 2014-2021 Housing Element planning period, the unincorporated areas have been assigned a Regional Housing Needs Assessment allocation of 30,145 units (DRP 2014).

The proposed uses (commercial retail and food service) would not induce substantial growth or concentration of a population or housing beyond the projections stated herein. The proposed uses would not affect the County's ability to meet housing objectives as set forth in the Housing Element. Therefore, the project would have no impact.

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15. PUBLIC SERVICES

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐

County Fire Station #80 (1533 Sierra Highway) is located approximately 3.5 miles east of the project site. The project would be required to comply with the requirements of the Fire Code (Title 32). Initial consultation with the Los Angeles County Fire Department resulted in the requirement that the project provides fire flow data to demonstrate viability of existing fire hydrants and to provide a fuel modification plan since the project site is located in a Very High Fire Hazard Severity Zone. Additional requirements from County Fire Department to meet the Fire Code would be added as conditions of the project. Therefore, the project would have a less than significant impact.

Sheriff protection?	☐	☐	☒	☐

The Palmdale Station of the Los Angeles County Sheriff's Department (750 East Avenue Q) serves the community of Acton and is located approximately 13 miles north of the project site. The project does not contain residential uses that would increase population on-site. As discussed in Section 14, *Population and Housing*, implementation of the project would not result in direct or indirect population growth that would require sheriff protection. The proposed buildings would include nighttime security lighting to ensure visibility on the project site for employees and patrons. The project site is within the County Sheriff's service area. Therefore, the project would have a less than significant impact.

Schools?	☐	☐	☐	☒

The project entails commercial retail and food service uses, which would not increase the permanent population, including those who would be enrolled in the local schools. The closest schools to the project site are High Desert Middle School (3620 Antelope Woods Road, 0.25 mile east), Vasquez High School (33630 Red Rover Mine Road, one mile west), and Acton Elementary School (32248 Crown Valley Road, 1.5 miles south). Therefore, the project would have no impact.

Parks?	☐	☐	☐	☒

The project entails commercial retail and food service uses, which would not increase the permanent population that would use existing parks and recreational resources in the community. The closest park is Acton Park, located 1.25 miles south of the project site. As discussed in Section 14, *Population and Housing*,

implementation of the project would not result in direct or indirect population growth that would require parks and recreational resources. Therefore, the project would have no impact.

Libraries? ☐ ☐ ☐ ☒

The project entails commercial retail and food service uses, which would not increase the permanent population that would use County library resources. The Acton Agua Dulce Library (33792 Crown Valley Road), located 0.25 mile north of the project site. As discussed in Section 14, *Population and Housing*, implementation of the project would not result in direct or indirect population growth that would require library resources. Therefore, the project would have no impact.

Other public facilities? ☐ ☐ ☐ ☒

As discussed in Section 14, *Population and Housing*, implementation of the project would not result in direct or indirect population growth that would require the use of public facilities. Therefore, the project would have no impact.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The project consists of the development of three structures on 1.95 acres of undeveloped land: a 6,000 SF retail building, a 3,300 SF restaurant, and a 1,600 SF storage building. Access to the site would be provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

The environmental/regulatory setting related to public services includes:

- Los Angeles County General Plan, Safety Element
- Los Angeles County General Plan, Public Services and Facilities Element

There are special development fees and legal requirements in place to address the provision of services or facilities and infrastructure for large projects. For smaller projects, many of the impacts are assessed through the respective agencies' long term plans which take into account projections based on land us designations and growth trends. The project site is zoned for commercial uses and development of the site for commercial uses were factored into the aforementioned County plans. The proposed uses (commercial retail and food service) are allowed on the project site under the existing zoning regulation. Therefore, the project would have a less than significant impact on public services.

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16. RECREATION

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

As discussed in Section 15, *Public Services*, the closest park is Acton Park, located 1.25 miles south of the project site. Acton Park is a 12.5-acre passive community park serving the community with seasonal programming. Community parks typically provide four acres of parkland per 1,000 people and range in size from 10 to 20 acres, serving a one- to two-mile radius.

As discussed in Section 14, *Population and Housing*, implementation of the project would not result in direct or indirect population growth that would require parks and recreational resources. Therefore, the project would have no impact.

b) Does the project include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

The proposed uses entail commercial retail and food service. The project does not include residential uses that would support a population requiring the construction or expansion of recreational parks or facilities; and the project does not include neighborhood or regional park uses. Therefore, the project would have no impact.

c) Would the project interfere with regional trail connectivity?	☐	☐	☐	☒

The project site has a land use designation of CR (Rural Commercial) and a zoning designation of C-RU-DP (Rural Commercial – Development Program), which allow for the development of the proposed commercial retail and food service uses. As discussed in Section 1, *Aesthetics*, a County trail is proposed to be located along the north side of Sierra Highway; however, the project site is located on the south side of Sierra Highway. Implementation of the project would not interfere with regional trail connectivity. Therefore, the project would have no impact.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The project consists of the development of three structures on 1.95 acres of undeveloped land: a 6,000 SF retail building, a 3,300 SF restaurant, and a 1,600 SF storage building. Access to the site would be provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

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Given that the project entails commercial retail and food service uses, permanent residents would not be present on the project site who would seek parks and recreational resources. Employees of the proposed uses would not result in direct or indirect growth in the local population, as discussed in Section 14, *Population and Housing*, such that new parks or recreational resources would be required to meet increased demand. Therefore, the project would have no impact on recreation.

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17. TRANSPORTATION

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐

The subject parcel is located on Sierra Highway, a County-designated Existing Major Highway. A traffic study was prepared to identify traffic impacts and provide mitigation measures, as necessary. Sierra Highway is generally an east-west oriented roadway that is designated as a Major Highway in the County's Highway Plan, adopted in May 2014. Crown Valley Road is generally a north-south oriented roadway designated as a Limited Secondary Highway, north of Sierra Highway and as a Secondary Highway, south of Sierra Highway in the County's Highway Plan. Vehicular access to the proposed project would be provided via two driveways located along the south side of Sierra Highway. Vehicular circulation through the project site would be accommodated via two-way drive aisles that would extend between the project site driveways and the surface parking areas. The westerly project site driveway would be located at the northwest corner of the project site.

According to the Supplemental Transportation Analysis (Supplemental TA; Appendix E) prepared for the project, the proposed project is expected to generate 156 vehicle trips (79 inbound trips and 77 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project is expected to generate 124 vehicle trips (65 inbound trips and 59 outbound trips). Over a 24-hour period, the proposed project is forecast to generate 1,638 daily trip ends during a typical weekday (819 inbound trips and 819 outbound trips). It is concluded that the proposed project is not expected to create significant impacts at any of the study intersections under either the "Existing With Project" or "Future With Project" conditions based on the County of Los Angeles thresholds of significance used for evaluating traffic impacts. Because there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections.

Supplemental analyses of Caltrans facilities, including ramp intersections and freeway off-ramps for queuing, were conducted pursuant to Caltrans' transportation study guidelines. all LOS are reported at LOS C or better with the proposed Project. In addition, no vehicle queuing back out onto the SR-14 Freeway is anticipated as the 95th percentile off-ramp peak hour vehicle queues would not exceed the 85th percentile storage lengths provided on the subject off-ramps. According to the traffic study, the traffic generated by the project alone, as well as cumulatively with other related projects, would not have a significant transportation impact to County roadways or intersections in the area based on the County's Traffic Impact Analysis Guidelines.

b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	☐	☐	☒	☐

The County follows the guidance provided in the Governor's Office of Planning and Research's (OPR) Technical Advisory, which includes several criteria for project vehicle miles traveled (VMT) screening purposes. Pursuant to CEQA Guidelines Section 15064.3, development projects may be screened out of VMT analysis based on proximity to certain transit facilities due to the presumption of less than significant impacts. OPR's Technical Advisory reiterates this screening criteria, but also highlights certain project-specific or

location-specific characteristics which may indicate the project will still generate "significant levels of VMT," even when located within one-half mile of a major transit stop or a stop along a high-quality transit corridor. These characteristics relate to the project's floor area ratio (FAR), parking supply, and number of dwelling units, as well as consistency with the applicable Sustainable Communities Strategy. If the project has any characteristics which indicate that the presumption of less than significant impacts as stated in the CEQA Guidelines may not be appropriate, OPR's Technical Advisory recommends that the project should not be screened out of further VMT analysis. Though the project site is located directly across the street from an existing bus stop within the County, the transit corridor screening criteria is not met since the existing stop does not meet the specific definitions of a major transit stop or a stop along a high-quality transit corridor.

OPR's Technical Advisory recommends that VMT analyses be conducted for projects which are forecast to generate 110 or more average daily trips or are greater than 50,000 square feet or retail. OPR reasons that projects which are forecast to generate fewer than 110 daily trips would be comparable to categorically exempt projects and could be presumed to cause less than significant impacts. Additionally, OPR classifies retail development of less than 50,000 square feet as "locally-serving," thus resulting in a shortening of trip lengths and a presumption of a less than significant VMT impact.

Based on the County's latest transportation impact analysis guidelines and OPR's VMT screening criteria related to retail project size, a less than significant VMT impact is expected due to the development of the project since its proposed retail use would have less than 50,000 square feet. Therefore, a quantitative VMT assessment is not required to be performed since the project would result in a less than significant VMT impact.

c) Substantially increase hazards due to a road design feature (e.g., sharp curves) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐

The proposed project does not introduce any design features that would substantially increase hazards. Structures are adequately set back from the street to provide sufficient sightlines for vehicles exiting the parcel. Vehicular access points are located along the straight section of Sierra Highway with no dangerous curves within close proximity that could pose a hazardous condition. It is not anticipated that traffic hazards would increase as a result of the project, as transportation improvements would be to current standards.

d) Result in inadequate emergency access?	☐	☐	☒	☐

The proposed project is subject to the Fire Code, the adherence of which would prescribe the necessary developments for adequate emergency access. Therefore, the project would have a less than significant impact on emergency access.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The project consists of the development of three structures on 1.95 acres of undeveloped land: a 6,000 SF retail building, a 3,300 SF restaurant, and a 1,600 SF storage building. Access to the site would be provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

The environmental/regulatory setting related to transportation and traffic includes:

- Southern California Association of Governments Regional Transportation Plan (RTP): The RTP provides a vision for transportation investments throughout the region. Using growth forecasts and economic

trends that project out over a 20-year period, the RTP considers the role of transportation in the broader context of economics, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address mobility needs.

- Antelope Valley Area Plan, Circulation Element: This element outlines goals and policies for transportation and traffic movement within the Antelope Valley. As a component of the General Plan, it also maps the existing and proposed highway plan.
- Metro Congestion Management Program (CMP): The CMP links local land use decisions with their impacts on regional transportation and air quality.
- Los Angeles County Bicycle Master Plan: This document provides guidance on implementing proposed bikeways as well as various bicycle-friendly policies and programs to promote bicycle ridership.

The proposed project has been required to complete a Supplemental TA (Appendix E) to assess the amount of traffic that will be generated based on the uses that are proposed. According to the Supplemental TA, the traffic generated by the project alone, as well as cumulatively with other related projects, would not have a significant transportation impact to County roadways or intersections in the area based on the Traffic Impact Analysis Guidelines. The project was also analyzed based on the County's VMT screening guidelines, which are consistent with OPR's Technical Advisory. The project was determined to result in less than significant VMT impacts since proposed retail use square footage would be less than 50,000 square feet. Therefore, the proposed project would have a less than significant impact on transportation.

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18. TRIBAL CULTURAL RESOURCES

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

Archaeological and tribal cultural materials associated with occupation of the County are known to exist throughout the County and have the potential to provide important scientific information regarding history and prehistory (DRP 2015b). Based on a review of historic aerials, the project site has been graded but has never been developed (NETROnline 2020). The project site is within an area that is developing, and shows evidence of regular maintenance for weed abatement. Proposed uses under the project are consistent with the existing land use designation and zoning regulation for the project site; amendments to the County General Plan, the Antelope Valley Area Plan, or zoning regulation are not required to implement the project. Due to known human settlement history in the area surround the project site and consultation with the Fernandeño Tataviam Band of Mission Indians (Tataviam) pursuant to AB52 mitigation measures were included to address potential impacts of the project. The County consulted the Tataviam on February 3, 2021 and met with tribal representative on March 2, 2021 to discuss the Project and its potential impacts. After reach agreement on the details of the mitigation measures the consultation process was concluded on March 22, 2021.

As discussed in Section 5, *Cultural Resources*, the project site does not contain any known archaeological or historic uses and is not presently nor historically was used as a cemetery. Though unanticipated, project construction activities (such as excavation, grading, and site preparation) have the potential to impact previously unidentified tribal cultural resources. Potentially significant impacts would occur if the implementation of the project would result in construction activities that would damage previously

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unidentified significant tribal cultural resources. Therefore, Mitigation Measures TCR-1, TCR-2, and TCR-3 would be incorporated as part of the project to ensure project impacts on previously unidentified significant tribal cultural resources, if encountered, would be less than significant.

Mitigation Measures

TCR-1. Tribal Cultural Monitoring Program

- In the event that Tribal Cultural Resources are discovered during Project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall assess the find. The Lead Agency or applicant shall contact the Fernandeño Tataviam Band of Mission Indians (FTBMI) to consult if any such find occurs.
- Should the find be deemed significant, as defined by CEQA (as amended, 2015), the Project applicant shall retain a professional Native American monitor procured by the FTBMI and approved by the Lead Agency to observe all remaining ground-disturbing activities including, but not limited to, excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, clearing, driving posts, auguring, blasting, stripping topsoil or a similar activity, and archaeological work.
- The Lead Agency and/or applicant shall, in good faith, consult with the FTBMI on the disposition and treatment of any Tribal Cultural Resource encountered during all ground disturbing activities.

TCR-2 – Discovery of Human Remains

1. **Unanticipated Discovery of Human Remains.** If human remains are encountered during construction, all ground disturbance activities within 150 feet of the discovery shall be suspended and the construction manager shall immediately notify the County coroner. If the human remains are determined to be of Native American descent, the coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours of identification. The NAHC shall identify and immediately notify the Most Likely Descendant (MLD) of the deceased Native American. Within 48 hours of being granted access to the site, the MLD shall complete the inspection of the site of the discovery and make recommendations to the Applicant/landowner for the treatment or disposition of the human remains and any associated funerary objects. All measures, as required by the County, shall be implemented under the supervision of the MLD and/or Tribal Monitor.
2. **Reburial Location.** If the Tribe and the landowner mutually agree to an alternate location (reburial location) within the project site for the respectful reburial of the human remains and/or funerary objects, the reburial location shall be protected in perpetuity. Where the human remains cannot be fully documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment shall be placed over the excavation opening to protect the remains. If this type of steel plate is not available, a security guard shall be present onsite during non-construction hours. Each occurrence of human remains and associated funerary objects shall be stored in an opaque cloth bag. All human remains, funerary objects, sacred objects and objects of cultural patrimony shall be removed and temporarily stored in a secured container, on site if possible. These items shall be retained and reburied in the reburial location within six months of recovery. Ground disturbing activities within the vicinity of the discovered human remains may resume after recovery is completed.
3. **Data Recovery.** If the project cannot be diverted and reburial within the project site is not feasible, data recovery may be recommended in which the burials would be removed. If data recovery is approved, the Tribal Monitor shall oversee the excavation to ensure that the human remains are treated carefully, ethically and respectfully. Cremations shall either be removed in bulk or by other methods to ensure that all materials are completely recovered. As part of the data recovery measure,

the Tribal Monitor shall prepare detailed descriptive notes and sketches of the burials and any other types of documentation required by the County, which shall be incorporated into the final report. Within 30 days after data recovery is completed, the Tribal Monitor shall prepare a final report documenting all activities related to the data recovery. The final report shall be submitted to the Tribe, NAHC, and the County.

4. **Determination of a Cemetery.** If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be prepared by the Tribal Monitor, subject to County approval. The Tribal Monitor shall oversee implementation of the approved plan to ensure all requirements are completed in compliance with the approved plan.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The project consists of the development of three structures on 1.95 acres of undeveloped land: a 6,000 SF retail building, a 3,300 SF restaurant, and a 1,600 SF storage building. Access to the site would be provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

The environmental and regulatory setting related to tribal cultural resources includes:

- Native American Heritage Commission (NAHC): Public Resources Code § 5097.91 establishes the NAHC, whose duties include the inventory of places of religious or social significant to Native Americans and the identification of known graves and cemeteries of Native Americans on Private Lands. Public Resources Code § 5097.98 specifies the protocol to be followed when the NAHC receives notification of a discovery of Native American human remains from a county coroner.
- California Health and Safety Code § 7050.5: This section states that in the event of the discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined whether or not the remains are subject to the coroner's authority. If the human remains are of Native American origin, the coroner must notify the NAHC within 24 hours of this identification.
- Los Angeles County Historical Landmarks and Records Commission: This is the acting local legislative body that reviews and recommends cultural heritage resources in the unincorporated areas of the County for inclusion in the State Historic Resources Inventory.

The subject property does not contain any known historical or archaeological resources, or human remains pursuant to any of the above referenced environmental or regulatory settings. The surrounding properties are developed with a freeway, drive-through restaurant, gas station, and retail commercial with no known tribal cultural resources. Though unanticipated, project construction activities (such as excavation, grading, and site preparation) have the potential to impact previously unidentified tribal cultural resources. Mitigation Measures TCR-1 and TCR-2 provide guidelines and protocols to be implemented if significant tribal cultural resources or human remains are encountered during project construction activities. Therefore, the project would have a less than significant impact on tribal cultural resources.

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19. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	*Less Than Significant Impact 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, storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐

The project site is surrounded by existing commercial, food service, and residential uses in the immediate vicinity, which are within the service area of existing utilities providers. Project construction activities would include the installation of utilities connections on- and offsite to existing systems, approved and coordinated with each respective service provider. The purpose of such utilities connections would be to serve the proposed commercial retail and food service uses. The design and installation of project utilities connections shall conform to the requirements of all applicable regulatory agencies and service providers. Therefore, the project would have a less than significant impact.

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

The project would be served by the Los Angeles County Waterworks District No. 37, and has received a will-serve letter from the Waterworks District. The project site is currently vacant and does not require any water supplies. Implementation of the project would result in an increased demand for water during the operations of proposed commercial retail and food service uses. However, water usage is anticipated to be comparable to existing similar uses in the vicinity of the project site, which are adequately served by the Waterworks District. Therefore, the project would have a less than significant impact.

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

Based on the Department of Public Health's review of the project-specific Feasibility Report, the percolation test results indicate that a non-conventional wastewater disposal system is to be installed due to the percolation rates, which are greater than 5.12 gallons/square feet/day. A design for a non-conventional septic system has been submitted based on the manufacturer's recommendations. A copy of the report from the Regional Water Quality Control Board has not yet been received. The approval of the Regional Water Quality Control Board must be received prior to the issuance of a building permit for final approval from the Department of Public Health for the On-site Wastewater Treatment System (OWTS) installation. The design and installation of the OWTS shall conform to the requirements of all applicable regulatory agencies. Wastewater generated by the project would not be routed through any municipal wastewater treatment systems, and no construction of a

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new water treatment facility would be necessary in order to serve the project. Therefore, the project would have a less than significant impact.

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?	☐	☐	☒	☐

The Los Angeles County Integrated Waste Management Plan (IWMP), which is compiled by the interagency Integrated Waste Management Task Force and updated annually, has identified landfills with sufficient disposal capacity for the next 15 years, assuming current growth and development patterns remain the same. All projects must also comply with other documents required by the California Integrated Waste Management Act of 1989 (AB 939). Additionally, Assembly Bill 341 (2011) and Assembly Bill 1826 (2014) require certain businesses to set up recycling services for recyclables and organic waste. Therefore, the project would have a less than significant impact.

The closest landfill to the project site is the Antelope Valley Public Landfill (1200 W. City Ranch Road, in the City of Palmdale; approximately 12 miles north from the project site). The Antelope Valley Public Landfill has a permitted regulatory status with a cease operation date of 2044 and a permitted maximum daily throughput of 5,548 tons of waste per day (CalRecycle 2019). Alternative solid waste disposal includes the waste-by-rail system, which is a remote disposal program for Los Angeles County that is currently being developed.

The project site is currently vacant and does not generate solid waste. Proposed uses would generate solid waste during operations. However, solid waste generation is anticipated to be comparable to existing similar uses in the vicinity of the project site, which are adequately served by existing waste management services. Therefore, the project would have a less than significant impact.

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

The project would be required to obtain approvals and building permits. As a part of that process, the project would have to comply with all applicable solid waste regulations including regulations stipulated in the IWMP, the County's Green Building Program, and all federal, State, and local statutes. Therefore, the project would have a less than significant impact.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The project consists of the development of three structures on 1.95 acres of undeveloped land: a 6,000 SF retail building, a 3,300 SF restaurant, and a 1,600 SF storage building. Access to the site would be provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

The environmental/regulatory setting related to public services includes:

- Los Angeles County Low Impact Development Ordinance: The low impact development standards are intended to distribute stormwater and urban runoff across development sites to help reduce adverse water quality impacts and help replenish groundwater supplies.
- Los Angeles County Integrated Waste Management Plan (IWMP): The California Integrated Waste Management Act of 1989 mandates jurisdictions to meet a diversion goal of 50 percent. In addition, each county is required to prepare and administer a Countywide Integrated Waste Management

Plan. This Plan is comprised of the County's and the cities' solid waste reduction planning documents.

The project is required to obtain permits for all utilities and service systems. Therefore, the project would have a less than significant impact on utilities and service systems.

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20. Wildfire

	Potentially Significant Impact	*Less Than Significant Impact 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?	☐	☐	☐	☒

The project site is located in an area that is developed with commercial, food service, and residential uses in the vicinity, and is accessible via Sierra Highway. Proposed development would be limited to the project site, and would not require any realignment of Sierra Highway or existing roadways near the project site. The project would not impair the implementation of adopted emergency response or evacuation plans for the Acton community and area. Therefore, the project would have no impact.

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

The project site and immediate vicinity (along Sierra Highway) are relatively flat. There are no topographic factors on site that would exacerbate wildfire risks. As discussed in Section 14, Population and Housing, the project would not result in direct or indirect population growth since the proposed development does not include residential uses. Therefore, the project would have no impact.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒

As stated above in the discussion for criteria 'b,' the project site and immediate vicinity are relatively flat. The project site is adjacent to existing commercial, food service, and residential uses. The installation or maintenance of infrastructure needed to reduce wildfire risks would not be required for the project site, as it is not located near open spaces with moderate to high levels of wildfire fuel sources. Therefore, the project would have no impact.

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?	☐	☐	☐	☒

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As stated above in the discussion for criteria 'b,' the project site and immediate vicinity are relatively flat, and there are no topographic features that would exacerbate wildfire risks. Likewise, the project site has slopes that could result in runoff, post-fire slope instability, or drainage changes. Therefore, the project would have no impact.

e) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? ☐ ☐ ☒ ☐

The project site is located in a Very High Fire Hazard Severity Zone, but has adequate access as it is located on Sierra Highway, a County-designated Existing Major Highway (CalOES 2015). Though the project site does not have topographic features that would exacerbate the spread of wildfires or result in runoff, post-fire slope instability, or drainage changes, proposed development would place new buildings on a vacant site. As such, the proposed structures could be indirectly exposed to wildfire events.

Fire flow availability was completed for the project and verified by the Los Angeles County Waterworks Districts. Los Angeles County Waterworks District No. 37 will provide water to the project site and proposed uses. The size of the water main is 12". The size of each of the hydrants is 6x4x2-1/2". The fire flow available is 2,000 gallons per minute for two hours. One hydrant is located 41 feet from the northeast corner of the property and another hydrant is located 97 feet from the northwest corner of the property.

Based on the California Department of Toxic Substances Control Envirostor database, the subject property is not known to contain previous or existing contaminants. There are no land uses within 1,000 feet of the project site known to contain contaminants that have the potential for dangerous fire hazard.

However, the project would provide the County Fire Department with a fuel modification plan and implement additional requirements from the County Fire Department to meet the Fire Code, as discussed in Section 15, *Public Services*. Therefore, the project would have a less than significant impact.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The project consists of the development of three structures on 1.95 acres of undeveloped land: a 6,000 SF retail building, a 3,300 SF restaurant, and a 1,600 SF storage building. Access to the site would be provided from Sierra Highway, a County-designated Existing Major Highway. Surrounding parcels are developed with commercial uses and a freeway.

The environmental/regulatory setting related to public services includes:

- California Fire Code (CFC) Title 24: Also known as the California Building Standards Code, the CFC includes provisions and standards for emergency planning and preparedness, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution.
- Los Angeles County Fire Department (LACoFD): The LACoFD provides fire protection services for the unincorporated areas of Los Angeles County, and implements and enforces the CFC.

The project site is located in a Very High Fire Hazard Severity Zone, but does not contain topographic features that would exacerbate the spread of wildfires or result in post-fire slope instability. The project is required to provide the County Fire Department with a fuel modification plan and implement additional requirements from the County Fire Department to meet the Fire Code. Therefore, the project would have a less than significant impact on wildfires.

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21. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	*Less Than Significant Impact 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?	☐	☐	☒	☐

The subject property does not contain the resources identified through CEQA as those that will significantly impact the environment, special species, plant communities, or historic resources.

The project site is vacant with evidence of previous grading and ground disturbance activity, as stated in Section 4, *Biological Resources*. The project site has low to no potential wildlife habitat value and does not contain any water bodies or rare or endangered plant or animal species. Therefore, implementation of the project would have a less than significant impact on biological resources.

The project site, in its current vacant state, does not contain any examples of cultural or historical resources of significance. Therefore, implementation of the project would have a less than significant impact on cultural resources.

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)?	☐	☐	☒	☐

As concluded in Sections 1 through 20, the project would have no impact, a less than significant impact, or a less than significant impact with mitigation incorporated, with respect to all environmental issues considered in this document.

Cumulative impacts have been addressed in the individual resource sections. Resource areas such as agricultural, mineral resources, population and housing, and recreation were determined to have no impact in comparison to existing conditions; therefore, the project would not contribute to cumulative impacts related to these issue areas. Other resource areas (e.g., biological resources, cultural resources, geology, hazards, hazardous materials, and tribal cultural resources) are by their nature project specific and impacts at one location do not add to impacts at other locations or create additive impacts.

As discussed in Section 5, *Cultural Resources*, and Section 18, *Tribal Cultural Resources*, the project site does not contain any known historical, archaeological, or tribal cultural resources. However, implementation of the

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project would result in unanticipated discovery of such resources and/or human remains during construction and ground disturbance activities. Therefore, Mitigation Measures CR-1, TCR-1, and TCR-2 would be implemented should unanticipated discovery of cultural and tribal cultural resources occur as a result of the project, which would ensure project impacts are less than significant. As such, cumulative impacts would be less than significant (not cumulatively considerable).

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

In general, impacts to human beings are associated with air quality, hazards and hazardous materials, noise, and wildfire impacts. As detailed in analyses for air quality, hazards and hazardous materials, noise, and wildfire, the proposed project would not result, either directly or indirectly, in significant adverse hazards related to air quality, hazardous materials or noise. Compliance with applicable rules, regulations, and recommended mitigation measures would reduce potential impacts on human beings to a less than significant level.

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