Environmental Checklist Form (Initial Study)
County of Los Angeles, Department of Regional Planning

Project title: Calgrove Self Storage Project

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

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Thomas Wong <twong4178@aol.com>

Project location: 24000 The Old Road, Newhall, CA 91321
APN: 2826-023-026 *USGS Quad*: 7.5-Minute Oat Mountain Quadrangle Map

Gross Acreage: 5.26 acres

General plan designation: Light Industrial

Community/Area wide Plan designation: Santa Clarita Valley Area Plan – IL (Light Industrial)

Zoning: Light Manufacturing, or M-1

Description of project: The proposed Project would involve the construction of a four-story self-service storage facility with a total floor area of 94,668 square feet (SF), comprised of 92,676 SF of self-storage floor area, 1,200 SF of office, and 792 SF of on-site manager's residence (the "Project"). Implementation of the proposed Project requires removal of seven oak trees and encroachment of eight at the parcel. Section 3.0, *Project Description* provides additional project detail.

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1.0 INTRODUCTION

An Initial Study (IS) is a preliminary analysis which is prepared to determine the relative environmental impacts associated with a proposed Project. It is designed to determine if a project will have a significant adverse effect on the physical environment; if unmitigable adverse effects are identified, this would trigger the need to prepare a full environmental Impact Report (EIR; CEQA Guidelines Section 15064). It also functions as an evidentiary document containing information which supports conclusions that the project will not have a significant environmental impact or that the impacts can be mitigated to a "Less Than Significant" or "No Impact" level.

If there is no substantial evidence, in light of the whole record before the decisionmakers, that the project may have a significant effect on the environment, they will prepare a Negative Declaration (ND). Further, if the IS identifies potentially significant effects, but: (1) revisions in the project plans or proposals would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and (2) there is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment, then a Mitigated Negative Declaration (MND) will be prepared (CEQA Guidelines Section 15070).

Due to the potential for biological resources effects (Section 4.4), specifically the proposed removal of seven oak trees and encroachment of eight others, the Calgrove Self-Storage Project (proposed Project) was not found to be exempt from CEQA due to exceptions (CEQA Guidelines Section 15063 and Section 15300.2). Therefore, this IS was completed to assess the potential for effects under CEQA regulations.

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2.0 PROPOSED PROJECT LOCATION AND ENVIRONMENTAL SETTING

2.1 LOCATION

The 5.26-acre proposed Project site is situated along the north side of the Santa Susana Mountains within unincorporated Los Angeles County, in the community of Newhall. The Project site occupies the frontage along the northeast side of The Old Road. The Old Road runs adjacent to and just west of Interstate 5 (I-5) until The Old Road crosses under the freeway to the east side of I-5 about ½ mile south of the proposed Project site. This portion of unincorporated County is bound to the north by the City of Santa Clarita, to the southwest by the Santa Clarita Woodlands Park, and to the southeast by Whitney Canyon Park and the City of Los Angeles. The location of the community of Newhall is depicted in Exhibit 1, Regional Location and Local Vicinity.

2.1.1 PROJECT SITE ACCESS

The Project site consists of a single parcel (Assessor Parcel Number [APN] 2826-023-026) located at 24000 The Old Road. Local and regional access to The Old Road, which would be used during construction and operations of the proposed Project is via the Calgrove Boulevard exit off I-5 (about ½ mile north of site) for regional traffic, or through other community roads that connect to Calgrove Boulevard locally. Refer to Exhibit 2, Project Area and Footprint of Disturbance.

Vehicular access to the proposed Project site is currently provided by a single, 20-foot-wide driveway located just south of where a previous single-family residence had been located.

2.1.2 EXISTING DEVELOPMENT CONDITIONS

The Project site was previously occupied by a vacant 2,720 square foot (SF) single-family residence, a two-story corrugated steel accessory/storage structure totaling approximately 8,000 SF, and a variety of small agricultural accessory structures including a chicken coop and outdoor carport/shelter structures used for storing agricultural equipment. However, all existing structures, including an underground septic tank and leech field associated with the residence, were removed in 2025. There is a concrete Caltrans flood control channel within the property along the east property line that ends and opens into a floodplain that occupies most of the north end of the property.

2.1.3 EXISTING PHYSICAL CONDITIONS

The Project site's topography features a minor slope, with elevations ranging from 1,404 feet above sea level (ASL) in the southeast corner of the site, to 1,390 feet ASL in the northwest corner of the site. Stormwater runoff either percolates into the ground or flows into the northerly flowing 36-foot-wide Caltrans flood control channel that extends along the Project site's eastern boundary. Two storm drains located along The Old Road also cross the parcel



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Regional Location and Local Vicinity

Exhibit 1

Calgrove Self-Storage Project

N W E S

0 1,000 2,000 Feet

PSOMAS

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Project Area and Footprint of Disturbance

Exhibit 2

Calgrove Self-Storage Project

N E S W

0 75 150 Feet

PSOMAS

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and flow into the aforementioned flood control channel. In addition, several utility lines are located along The Old Road, including a 20-inch oil line, a water line, gas line, and two telecommunications lines.

An Oak Tree and Oak Woodlands Report dated December 30, 2025, was prepared for the Project Applicant by Tree Care Consulting. According to the Oak Tree and Oak Woodlands Report, the Project site is occupied by "moderately degraded oak woodland" (Appendix A). At the time of the report, 18 coast live oak trees were located on-site and are depicted in Exhibit 3, Tree Location and Removal Map. The 2025 tree report identified the area as a "moderately degraded oak woodland". However, a more recent Biological Constraints Report (Appendix C) concluded the on-site trees to be more consistent with a severely degraded woodland condition, wherein woodland function is substantially altered and opportunities for long-term persistence are limited. A description of the trees identified for removal or encroachment as part of the proposed Project is included in Section 3.1.1 *Tree Removal and Encroachments.* Section 4.4 *Biological Resources* provides an evaluation of the trees and the potential for effects.

Outside of the trees, there is a low-quality disturbed riparian area that exists at the north end of the property on Caltrans' drainage easement outside of the concrete-lined portion of the flood control channel. The rest of the property has been disturbed and is primarily comprised of ruderal land with non-native grasses.

2.1.4 SURROUNDING LAND USES AND DEVELOPMENT

The Project site is located within a rural portion of the unincorporated Newhall community. Surrounding land uses include I-5, which runs adjacent to the northeast portion of the Project site in a northwest to southeast orientation; a single-family residence, which abuts the site to the northwest; a United States Post Office, located southwest of the site along the south side of The Old Road; and, the Church of the Nazarene and Learn Beyond the Book (a learning center that provides classes and tutoring for children ages four to 18), located to the southeast of the site along the south side of The Old Road. In addition, a variety of State parks and recreational areas including Towsley Canyon Park, Rivendale Park and Open Space, Ed Davis Park in Towsley Canyon, Santa Clarita Woodlands Park, and the Michael D. Antonovich Open Space are located within close proximity to the Project site. Lastly, on the opposite side of I-5, the Rancho La Salle gated community is located 0.36 miles northeast of the Project site just north of Calgrove Boulevard, while the Crescent Valley mobile home park is located 0.56 miles to the southeast of the site after The Old Road crosses to the west side of I-5.

2.2 PLANNING CONTEXT

2.2.1 GENERAL PLAN DESIGNATION

The Project site currently has an Area Plan land use designation of Light Industrial, which applies to industrial areas suitable for light manufacturing, assembly, warehousing, and distribution.



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Tree Location and Removal Map

Exhibit 3

Calgrove Self-Storage Project

0 75 150 Feet

PSOMAS

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2.2.2 ZONING DESIGNATION

The Project site is currently zoned Light Manufacturing, or M-1, which allows for light industry, repair, wholesale, and packaging, including the manufacture, assembly, distribution, and storage of goods that have low nuisance impacts. Raw-materials production, processing, or bulk handling are prohibited in the M-1 zone. The M-1 zone can also accommodate retail and service commercial uses to serve local employees and visitors.

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3.0 PROJECT DESCRIPTION

3.1 PROPOSED PROJECT

The proposed Project would involve the construction of a four-story self-service storage facility with a total floor area of 94,668 square feet (SF), comprised of 92,676 SF of self-storage floor area, 1,200 SF of office, and 792 SF of on-site manager's residence (the "Project"). Demolition of existing facilities, including a single-family residence, corresponding underground septic system, and accessory buildings was determined to be required as part of Project implementation. The removal of all structures was completed in early 2026.

The 94,668 SF self-storage facility would provide a total of 596 storage units. The first floor would total 23,784 SF, including 22,992 SF of storage area 126 units) and 792 SF of on-site manager's residence; the second floor would encompass 23,628 SF and include a 1,200 SF office and 22,428 SF of storage area (113 units). Lastly, the third and fourth floors would total 23,628 SF of additional storage space (146 and 211 units, respectively). Proposed Project features are summarized in Table 3.1-1 Project Summary.

TABLE 3.1-1
PROJECT SUMMARY

Project Component	Value
Site Area	5.26 acres (229,096 SF)
Total Building Floor Area	94,668 SF
Self-Storage Area	92,676 SF
Manager's Office	1,200 SF
On-site Manager's Residence	792 SF
Building Height	54 FT, or four-stories
Landscape Area	16,448 SF
Parking Spaces	20 spaces
Bicycle Parking Spaces	14 total: 9 long-term 5 short-term
SF: square-feet FT: feet Source: Wallace Design Group (October 2024).	

3.1.1 TREE REMOVAL AND ENCROACHMENTS

As described in Section 2.1.3 *Existing Physical Conditions,* an Oak Tree and Oak Woodlands Report dated December 30, 2025, was prepared for the Project Applicant by Tree Care Consulting (Appendix A). At the time of the report, eighteen coast live oak trees were located on-site and are depicted in Exhibit 3, Oak Tree Location Map.

Of the 18 oak trees located on-site, seven were identified in the report for removal as part of the proposed Project, including two that were already removed in early 2026 due to their roots encroaching on the flood control channel causing instability (tree numbers 16 and 17 on Exhibit 3); the five remaining trees are also proposed to be removed due to their locations in relation to the proposed site grading and construction (tree numbers three, four, nine, 14, and 15). One additional tree (number 13) was located at the east end of the fenced off flood control area but was removed by an unknown entity in 2024 and is not included as part of this project (nor shown in Exhibit 3).

The remaining 10 oak trees (numbers one, two, five, six, seven, eight, 10, 11, 12, and 18 as shown in Exhibit 3) will not be removed as part of the proposed Project. Except for tree number 18, which sits just east of the concrete flood control channel, these oak trees are all situated at the southwest edge of the property's right-of-way and will remain in place (see Appendix A). Encroachments on these trees are primarily related to the proposed installation of a concrete sidewalk that would be constructed to follow The Old Road. As determined by the tree report, the encroachments are minor to insignificant and would not be detrimental to the long-term health of the trees. The following encroachments were defined in the tree report (Appendix A):

- **Tree 1:** There will be encroachments on the west and east sides of the tree. On the west side, the limit of grading will be 8 feet from the trunk for construction of a concrete sidewalk. On the east side, a retaining wall will be constructed 18 feet from the trunk; however, over-excavation for the wall footing may be as close as 13 feet from trunk.
- **Tree 2:** Tree occurs west of Project Area (Exhibit 3), but on same parcel; no encroachment.
- **Tree 5:** There will be encroachments on the west and east sides of the tree. On the west side, the limit of grading will be 8 feet from the trunk for construction of a concrete sidewalk. On the east side, the proposed storage building will be 29 feet from the trunk and within dripline. The edge of the proposed 4-foot-wide concrete channel alongside the building will be 25 feet from the trunk. Pruning will be required to provide clearance from the proposed building.
- **Tree 6:** There will be encroachments on the west and east sides of the tree. On the west side, the limit of grading will be 7 feet from the trunk for construction of a concrete sidewalk. On the east side, the proposed building will be 30 feet from the trunk and outside of the dripline. The limit of work will be at least 18 feet from the trunk and outside of the protection zone.
- **Tree 7:** There will be an encroachment on the west side of the tree only. The limit of grading will be 13 feet from the trunk for construction of a concrete sidewalk.
- **Tree 8:** There will be encroachments on the west and south sides of the tree. On the west side, the limit of grading will be 7 feet from the trunk for construction of a concrete sidewalk. On the south side, the limit of grading for the proposed driveway will be at the dripline, at least 19 feet from trunk.

- **Tree 10:** There will be an encroachment on the west side of the tree only. The limit of grading will be 13 feet from the trunk for construction of a concrete sidewalk.
- **Tree 11:** There will be an encroachment on the west side of the tree only. The limit of grading will be 11 feet from the trunk for construction of a concrete sidewalk.
- **Tree 12:** There will be an encroachment on the west side of the tree only. The limit of grading will be 13 feet from the trunk for construction of a concrete sidewalk.
- **Tree 18:** Tree will not be encroached by the proposed Project.

3.2 ACCESS/CIRCULATION

Pursuant to L.A. County Code Sec. 22.140.560, the Project would provide vehicular ingress (entrance; Figure 2) via a 28-foot-wide driveway to be installed along the southwest portion of the Project site. This driveway would provide public access to three parking spaces located at the southwest corner of the facility. This driveway would also provide access to an interior security gate located approximately 135 feet north of the southern property line. Paying tenants would be able to open the security gate by entering a unique code into a device affixed to the gate. Bifurcation of the existing The Old Road median at this location is included as part of the proposed Project to allow for southbound traffic to make a left turn into the facility.

Within the southeast corner of the Project site, a second 20-foot-wide driveway would provide vehicular egress (exit; Figure 2) from the site to The Old Road. This second driveway would be controlled by a six-foot-tall, automated gate. As an exit-only driveway secured by a gate, no vehicular queuing would occur along The Old Road – all vehicular queuing would occur on site. Additionally, the second driveway would provide emergency services and fire access during emergencies.

On-site circulation would be facilitated by an internal roadway that would extend along the site's northern boundary. A 408-foot-long segment of this roadway would have a width of 27 feet, while the portion of the roadway extending along the site's southeastern boundary would have a width of 20 feet.

3.3 ASSOCIATED IMPROVEMENTS

In support of the proposed Project, the Applicant is submitting a concurrent Street Vacation Application request to the Los Angeles County Department of Public Works to vacate an approximately 2,000 SF of public right-of-way (ROW) located at the existing driveway (Figure 2) on the eastern edge of the property, which will be removed as part of construction. Once accepted, the Applicant will provide the Los Angeles County Department of Regional Planning with the Street Vacation Application number for internal tracking purposes.

As mentioned in the previous section, the Project would also include the construction of concrete center medians (where existing dirt medians are located) and the installation of a dedicated southbound left-turn pocket on The Old Road. The left-turn pocket would facilitate

vehicular ingress to the Project site for vehicles traveling southbound along the aforementioned street. Other Project components include a six-foot tall monument sign; four building identification signs installed along the facility's northern (one sign), western (two signs), and southern (one sign) sides; a solar-ready roof (pursuant to California Energy Code Section 110.10); an eight-foot tall steel tube fence along the site's southern, eastern, and western property lines; three "dark sky approved" pole-mounted lights, with one light located near the primary driveway/main entrance and the other two located adjacent to the secondary driveway/exit; and 24 building-mounted "sconce" lights. All mechanical equipment, including future photovoltaic (solar) panel arrays, HVAC (air conditioning), and other roof-mounted equipment would be screened from The Old Road residences by a four-foot parapet wall.

Additionally, the proposed Project would be served by a new Onsite Wastewater Treatment System (OWTS) and proposed leach field that would be properly sized for operations and located at the southern portion of the proposed Project site, adjacent to the secondary driveway.

3.4 LANDSCAPING

The Project would include approximately 16,448 SF of landscaping along the Project site's perimeter. In order to mitigate the loss of five coast live oak trees that are proposed for removal (Section 2.1.3, Existing Physical Conditions), the Applicant will likely be required to plant replacement oak trees within a 2.5-acre area located on the north side of the Project site; the Biological Resources section provides more detail on required mitigation. The riparian area that is located within the Caltrans drainage easement would also be improved by removing non-native species and encouraging native riparian species and species associated with oak woodlands.

3.5 VEHICLE/BICYCLE PARKING

The Project would provide a total of 20 surface parking spaces (Figure 2) at a previously disturbed ruderal area on site. Of the total number of parking spaces provided, 16 would be striped for customers, including four standard parking spaces and 12 parallel parking spaces; two spaces would be reserved for the office component of the Project; and two would be designated for the on-site manager's residence. The total number of parking spaces proposed would exceed the total number of spaces required by the County Code. Additionally, the Project would provide 14 bicycle spaces, including nine long-term bicycle parking spaces provided in an interior bike room located adjacent to the Manager's Office; and five short-term bike parking spaces, located outside the facility adjacent to the Manager's Office and publicly accessible parking lot.

3.6 ARCHITECTURAL DESIGN AND ELEVATIONS

The proposed self-storage facility would have a maximum height of 54 feet. The exterior facades would primarily incorporate neutral tones and would consist of a variety of

materials including concrete masonry units, stucco, metal panels, and glass. In addition, the facility would include a total of 30 roll-up storage unit doors. These roll-up doors would be installed along the facility's eastern façade (facing I-5).

Architectural features of the proposed Project are summarized in Table 3.1-1 Project Summary, at the beginning of the Proposed Project subsection (Section 3.1).

3.7 GRADING AND CONSTRUCTION

Construction activities associated with the Project would occur in a single phase and last for approximately 16 months, from November 2026 through December 2027. The phases of construction would include site preparation, grading, building construction, paving and landscaping, and application of exterior and interior coatings. Site grading would involve approximately 1,500 cubic yards (cy) of cut grading, 4,800 cy of fill grading, 5,400 cy of over excavation, and 4,300 cy of soil import.

Construction of the proposed Project would use standard construction equipment, including but not limited to equipment such as an excavator, bulldozer, skid steer loader, haul trucks, compactor, water trucks, and concrete truck for prepping the site. No pile driving would be required.

Construction staging would occur within designated previously-disturbed areas. This staging area would be designated on the site for the entire duration of the Project's construction. A construction trailer and storage containers would be placed within the staging area.

3.8 OPERATIONS

The self-storage facility would be open seven days a week. The facility would be open to tenants from 8:00 AM to 10:00 PM. A total of two employees would be working one shift within the office from 8:00 AM to 6:00 PM. An on-site manager would reside on-site to provide 24-hour emergency access.

3.9 DISCRETIONARY APPROVALS

This IS/MND is intended to serve as the primary CEQA document for all actions associated with implementation of the proposed Project. The following discretionary approval is required:

- **Oak Tree Permit:** per LACMC Chapter 22.174, for the preservation of 10 existing on-site oak trees, and the removal of seven existing oak trees, pursuant to the recommendations of the enclosed Oak Tree and Oak Woodlands Report.

3.10 MINISTERIAL APPROVALS

In addition, the following ministerial permits would be sought from the County of Los Angeles:

- Site Plan Review;
- Grading Permit;
- Building Permits; and,
- Occupancy Permits.

The Project would require coverage under the National Pollutant Discharge Elimination System (NPDES) Construction General Permit from the State Water Resources Control Board (SWRCB). The Project would also require a grading permit from the South Coast Air Quality Management District (SCAQMD).

Surrounding Land Uses and Setting: See Location and Planning Context subsections of previous write-up.

Reviewing Agencies:

Responsible Agencies

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

Special Reviewing Agencies

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

Regional Significance

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

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:
- ☒ Fire Department -Planning Division
- ☐ Sanitation District
- ☐ Public Health/ Environmental Health Division
- ☐ Sheriff Department
- ☐ Parks and Recreation
- ☐ Subdivision Committee
- ☐

4.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

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.

Michelle Fleishman — Signature (Prepared by)

9/21/2026 — Date

Samuel Z. Dea — Signature (Approved by)

9/21/26 — 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. (Mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced.)
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. (State 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 significance. Sources of thresholds include the County General Plan, other County planning documents, and County Ordinances. Some thresholds are unique to geographical locations.

8) Climate Change Impacts: When determining whether a project's impacts are significant, the analysis should consider, when relevant, the effects of future climate change on: (1) worsening hazardous conditions that pose risks to the project's inhabitants and structures (e.g., floods and wildfires), and (2) worsening the project's impacts on the environment (e.g., impacts on special status species and public health).

4.1 AESTHETICS

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Be visible from or obstruct views from a regional riding or hiking trail?	☐	☐	☐	☒
c) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
d) Substantially degrade the existing visual character or quality 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)	☐	☐	☒	☐
e) Create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Impact Analysis

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

Less than Significant Impact. A scenic vista is generally defined as a public viewpoint that provides expansive views of a highly valued landscape, such as mountain ranges, hillsides, open space, or water bodies. Scenic vistas are typically experienced from publicly accessible locations, including roadways and recreational areas. As stated previously, the Project site is located along the northern side of the Santa Susana Mountains within the Newhall Community of unincorporated Los Angeles County.

Public views of the Santa Susana and San Gabriel Mountains are available from The Old Road and the I-5 freeway. Views of the Santa Susana Mountains are available facing west and southwest from The Old Road and the I-5 freeway, while views of the San Gabriel Mountains are available facing east and northeast from segments of The Old Road and the I-5 freeway. These mountain ranges represent prominent mountain backdrops that contribute to the visual character of the area.

Project construction would require the use of construction equipment, barriers, and support facilities – such as portable restrooms. Nevertheless, these construction features would be short-term and temporary in nature, limited in height and scale, and confined entirely within the Project site. Construction activities would be visible along The Old Road. Nevertheless,

due to the temporary nature of construction, the Project's construction phase would not result in a substantial or long-term obstruction of scenic vistas.

Upon completion, the proposed self-storage facility would have a maximum height of approximately 54 feet, would be set back approximately 40 feet from The Old Road, and would be located approximately 170 feet southwest of the I-5 freeway. The Project site is situated at a lower elevation relative to the I-5 freeway, and the surrounding visual environment already includes roadway infrastructure and other developed features.

The Project would not substantially obstruct west-facing views of the Santa Susana Mountains from The Old Road, as the facility would be located along the northeast portion of the street and would not be located within the west-facing line of sight between The Old Road and the Santa Susana Mountains.

Similarly, west-facing views of the Santa Susana Mountains from the I-5 freeway would remain intact. Due to the higher elevation of the freeway relative to the Project site, the Project's setback from the freeway, and the scale and massing of the proposed building, the facility would not rise sufficiently within the viewer's line of sight to substantially block or obstruct views of the aforementioned mountains.

East-facing views of the San Gabriel Mountains from The Old Road and the I-5 freeway would also be preserved. Although portions of these views may be partially limited by the Project in combination with the existing streetscape and surrounding development, the Project's height, massing, and setback from The Old Road would allow views of the San Gabriel Mountains to remain available above and around the proposed structure.

In sum, the Project would not have a substantial adverse effect on scenic views of the Santa Susana and San Gabriel Mountains from the public right-of-way. Any temporary construction-related visual changes would be short-term and minor. Once complete, the Project would maintain views of the aforementioned mountain ranges. As a result, impacts would be less than significant, and no mitigation measures are required.

b) Would the project be visible from or obstruct views from a regional riding or hiking trail?

No Impact. Numerous state parks, open space areas, and recreational trails are located in the general vicinity of the Project site, including Towsley Canyon Park, Rivendale Park and Open Space, Ed Davis Park in Towsley Canyon, Santa Clarita Woodlands Park, Michael D. Antonovich Open Space, East and Rice Canyons, Wiley Canyon, and the Newhall Pass Open Space - North Trailhead. These parks and open space areas provide regional hiking and equestrian opportunities within the Santa Susana and San Gabriel Mountains.

All identified parks and trails are located at least approximately 0.25 mile from the Project site. Given the distance between these areas and trails and the Project site, the intervening topography, changes in elevation, and the existing streetscape and development between the Project site and these recreational areas, the Project site is not visible from these open space

areas. Views from these trails are oriented primarily toward surrounding canyons, hillsides, and interior open space areas rather than toward the Project site.

Since the Project site is not visible from nearby open space areas, implementation of the Project would not obstruct views from regional riding or hiking trails. Therefore, the Project would result in no impact, and no mitigation measures are required.

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

Less than Significant Impact. There are no officially designated California State Scenic Highways located in close proximity to the Project site. According to the California Department of Transportation (Caltrans), the nearest designated State Scenic Highway is a segment of State Route 2 (SR-2), the Angeles Crest Highway, located approximately 23 miles southeast of the Project site, north of the City of La Cañada Flintridge (Caltrans 2026). Due to the substantial distance between SR-2 and the Project site, as well as intervening topography and urban development, the Project would not be visible from this officially designated State Scenic Highway.

Caltrans identifies the segment of the I-5 freeway between I-210 and SR-126 as an eligible (but not designated) State Scenic Highway. This eligible scenic highway segment is located adjacent to the Project site. Scenic resources associated with this segment primarily consist of surrounding mountains, roadway landscaping, and native vegetation visible from the freeway corridor.

The Project site is currently vacant, as the previously existing structures were demolished. No scenic rock outcroppings or historic buildings are located on the site. The site contains a total of 13 oak trees, up to five of which would be removed to accommodate Project development. Some of these trees are visible from the adjacent I-5 freeway corridor.

Removal of the six oak trees would be subject to compliance with Los Angeles County oak tree regulations, including issuance of an Oak Tree Permit and adherence to the recommendations contained in the approved Oak Tree and Oak Woodlands Report. Tree removal and replacement requirements would ensure that impacts to native tree resources are minimized and appropriately addressed. In addition, the Project would not remove or damage unique scenic features, rock formations, or historic resources associated with a State Scenic Highway corridor.

Since the Project would not affect scenic resources within an officially designated State Scenic Highway, and because potential effects on scenic resources visible from the eligible I-5 corridor would be limited and regulated, impacts related to scenic resources would be less than significant, and no mitigation measures are required.

d) Would the project substantially degrade the existing visual character or quality 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)?

Less than Significant Impact. The visual character immediately surrounding the Project site is representative of a partially built-out rural environment containing a mix of commercial, institutional, and low-density residential uses. While the proposed Project would alter the existing visual character of the Project site by introducing a self-storage facility onto a vacant and undeveloped site, this change would not be considered a degradation of the Project site or its surroundings. In designing the proposed development, consideration has been given to scale, massing, and architecture of the Project to ensure that the facility complements the existing buildings within the surrounding development. In addition, the Project would require the removal of five oak trees to accommodate the proposed development. The removal of these oak trees would be subject to County requirements and would require the Applicant to obtain an Oak Tree Removal permit.

The proposed Project would be of modern architecture, and the Project's exterior façade would include neutral colors and various design features incorporated in the facility's exterior elevations to enhance the appearance of the building. The building would be constructed of high quality materials such as stucco and concrete masonry unit blocks. In addition, metal wall panels, metal and aluminum doors, and metal canopies would be incorporated into the exterior façade. The design of the Project would be consistent with newer development located within close proximity to the Project site, such as the church and learning center located to the southeast of the Project site along the south side of The Old Road. Therefore, the implementation of the proposed Project would not substantially degrade the existing visual character or quality of the site.

Furthermore, the Project would comply with the design regulations outlined in the Planning and Zoning Code of the County Code (Title 22). The Project's height, setbacks, intensity (floor area ratio or FAR), and lot coverage would all be consistent with County Code requirements. In addition, the Project would be subject to the County's Sign Ordinance and County regulations governing outdoor lighting (as discussed below). Since the Project would comply with various elements of the County code and its design would be consistent with other newer development located within the area, impacts related to this threshold would be less than significant.

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

Less Than Significant Impact. The Project site does not currently contain permanent sources of outdoor lighting. The segment of The Old Road that extends along the Project site's southwestern frontage is illuminated by streetlights, and existing sources of light within The Old Road are limited to vehicle headlights and lighting associated with bicyclists. In addition, there are no existing materials or surfaces within or adjacent to the Project site that generate substantial glare.

Since 2012, Los Angeles County has maintained Rural Outdoor Lighting Districts (ROLD) throughout the County. ROLDs are supplemental districts implemented by the County to promote and maintain dark skies for the health and enjoyment of individuals and wildlife located in rural areas. ROLDs includes requirements such as shielding and angling lights, among other strategies, to avoid light pollution and lights spilling onto adjacent properties. The Project site is located within a ROLD (Los Angeles County DRP 2023).

Project construction may require temporary security lighting if nighttime activities are necessary. Any temporary construction lighting would be limited in duration, shielded, and directed downward and away from surrounding light-sensitive land uses to minimize light spillover. As such, temporary lighting associated with construction would not result in substantial adverse effects on nighttime views and would be less than significant.

Once completed, the Project would include various sources of outdoor lighting, including LED wall luminaires and LED area luminaires. Exterior lighting would be subject to the regulations outlined in Title 26 (Building Code) and Title 27 (Electrical Code) of the County Code. In addition, outdoor lighting would be required to comply with the provisions identified in Section 22.80.050 – General Development Standards of Chapter 22.80 – Rural Outdoor Lighting District of the County Code, which states:

In addition to complying with the applicable provisions of Title 26 (Building Code) and Title 27 (Electrical Code) of the County Code, outdoor lighting within the ROLD, other than streetlights, shall be subject to the following requirements:

A. Lighting Allowance. For properties located in a Residential, Agricultural, Open Space, or Watershed Zone, outdoor light fixtures installed above 15 feet in height shall have a manufacturer's maximum output rating of no greater than 400 lumens.

B. Light Trespass. Outdoor lighting shall cause no unacceptable light trespass.

C. Shielding. Outdoor lighting shall be fully shielded.

D. Maximum Height.

    1. The maximum height for an outdoor light fixture, as measured from the finished grade to the top of the fixture, shall be as follows:

        a. 20 feet for a property located in a Residential, Agricultural, Open Space, or Watershed Zone.

        b. 35 feet for a property located in an Industrial Zone.

        c. 30 feet for property located in any other zone.

    2. Notwithstanding Subsection D.1, above, the height of any new outdoor light fixture used for an outdoor recreational activity area, regardless of the zone, shall be the minimum height necessary to illuminate the activity area, but in no event shall exceed 75 feet; and

    3. Notwithstanding Subsections D.1 and D.2, above, the Director may approve an outdoor light fixture with a height higher than as otherwise permitted by

these subsections through a Ministerial Site Plan Review (Chapter 22.186) application, if the applicant demonstrates that a higher light fixture would reduce the total number of light fixtures needed at the involved site, or would reduce the light trespass of the outdoor lighting.

E. Maintenance. Outdoor lighting shall be maintained in good repair and function as designed, with shielding securely attached to the outdoor lighting.

The Project would also be required to comply with Section 22.80.060 – Additional Standards for Commercial, Industrial, and Mixed Uses, described below.

In addition to complying with the applicable provisions of Section 22.80.050 (General Development Standards) outdoor lighting located on a property with a commercial, industrial, or mixed use shall be subject to the following requirements:

A. Building Entrances. All building entrances shall have light fixtures providing light with an accurate color rendition so that persons entering or exiting the building can be easily recognized from the outside of the building.

B. Hours of Operation.

1. Outdoor lighting shall be turned off between the hours of 10:00 p.m. and sunrise every day, unless the use on the involved property operates past 10:00 p.m., and then the outdoor lighting shall be turned off within one hour after the use's operation ends for the day. Notwithstanding the foregoing, if the use on the involved property requires outdoor lighting between 10:00 p.m. and sunrise every day for safety or security reasons, outdoor lighting shall be allowed during these hours, but only if:

   a. Fully-shielded motion sensors are used to turn the outdoor lighting on after 10:00 p.m., and these sensors turn the outdoor lighting off automatically no more than 10 minutes after the involved area has been vacated; or

   b. Where the use is commercial or industrial, at least 50 percent of the total lumen levels for the outdoor lighting are reduced, or 50 percent of the total number of outdoor light fixtures are turned off, between 10:00 p.m. and sunrise.

2. Exemption from Hours of Operation. Outdoor lighting shall be exempt from the hours of operation requirements of Subsection B.1, above, if such lighting:

   a. Is required by Title 26 (Building Code) for steps, stairs, walkways, or points of ingress and egress to buildings; or

   b. Is governed by an approved discretionary permit which specifically provides for different hours of operation.

C. Automatic Controls. Outdoor lighting shall use automatic control devices or systems to turn the outdoor lighting off so as to comply with the applicable hours of operation requirements of Subsection B.1, above. These devices or systems

shall have backup capabilities so that, if power is interrupted, the schedule programmed into the device or system is maintained for at least seven days.

All on-site lighting would be required to comply with the provisions outlined above, as well as with the requirements identified in Titles 26 and 27 of the County Code. Although new light sources would be provided with the proposed use, lighting levels at the Project site would be consistent with the ambient and night-time lighting at nearby commercial uses. In addition, the Project would generate a small number of trips per day as self-storage facilities can be considered to be low-intensity passive uses. Self-storage facilities generate low levels of activity, involve intermittent occupancy, and tenants access their storage units sporadically during the daytime hours. Therefore, light emanating from vehicular headlights would be minimal, as a majority of the limited trips (compared to other commercial uses such as retail) would occur during the daytime hours. The level of light produced by vehicles would be consistent with the nearby uses and would not exceed existing levels. Due to the site's location within a developed (albeit somewhat rural portion of the County) and existing lighting near the Project site, impacts associated with new lighting from the proposed Project would be less than significant, and no mitigation is required.

Glare is a phenomenon that is generally defined as visual discomfort and/or impairment of vision caused by excessive brightness. Glare may be produced directly from bright light or through the reflection of light on certain surfaces. During daylight hours, the amount of glare depends on intensity and direction of sunlight, and can create hazards to motorists and nuisances for pedestrians and other viewers. The exterior of the proposed self-storage facility would be constructed primarily of non-reflective materials such as stucco and concrete masonry unit blocks. The doors providing access to the individual self-storage units would be made up of metal. The use of more reflective surfaces including metals and aluminum would be limited for use as design accents. Metal panels, doors, and canopies would be incorporated into the building's façade, as would aluminum doors. The use of glass would be limited and primarily confined to the storefront windows, and would therefore not generate substantial glare affecting surrounding uses. Additionally, during nighttime, the proposed lighting would not be more intense than the surrounding uses. As stated above, the Project would comply with the County Design Guidelines that include guidance for minimizing glare. As a result, the potential for glare generated by the Project would be minimal.

For these reasons, the Project would not create a new source of substantial light or glare. Impacts would be less than significant, and no mitigation measures are required.

4.2 AGRICULTURE/FORESTRY RESOURCES

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

	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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, with a designated Agricultural Opportunity Area, or with a Williamson Act contract?	☐	☐	☐	☒
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))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Impact Analysis

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

No Impact. According to the California Department of Conservation, the Project site, and Newhall community as a whole, does not contain any areas of Prime Farmland, Unique

Farmland, or Farmland of Statewide Importance (DLRP 2022). The Project site is classified as "Urban and Built-Up Land" (DLRP 2022). According to the Department of Conservation, Urban and Built-Up Land:

> "… (Newhall) is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures."

In addition, the Project site is currently vacant and there are no agricultural uses or activities occurring on-site. Since the implementation of the proposed Project would not involve the conversion of prime farmland, unique farmland, or farmland of statewide importance to urban uses, no impacts would occur and no mitigation is required.

b) Would the project conflict with existing zoning for agricultural use, with a designated Agricultural Opportunity Area, or with a Williamson Act contract?

No Impact. The area is zoned Light Manufacturing, or M-1; the site is not zoned for agricultural use, nor is it designated as a Agricultural Opportunity Area or under a Williamson Act contract. As a result, no impacts would result from the implementation of the proposed Project and no mitigation is required.

c) Would the project 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))?

No Impact. The Project site and adjacent properties are zoned Light Manufacturing, or M-1, or institutional land uses and classified as Urban and Built-Up Land. The Project site is surrounded by various infrastructure, such as the channelized South Fork Santa Clara River, The Old Road, and I-5. As such, the Project site is not zoned for forest land, timberland, or for timberland production and the Project site is devoid of natural forest land, timberland, and timberland resources. As a result, no impacts will occur and no mitigation is required.

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

No Impact. See information provided for (c) above.

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

No Impact. The proposed project would not involve the disruption or damage of the existing environment that would result in a loss of farmland to nonagricultural use or conversion of forest land to non-forest use because the Project site is not located in close proximity to

farmland or forest land. As a result, no impacts would result from the implementation of the proposed Project and no mitigation is required.

4.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

	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)?	☐	☐	☒	☐
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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Methodology

California Emissions Estimator Model

The Project's construction and operations phase emissions were calculated by using California Emissions Estimator Model (CalEEMod) version 2022.1.1.41 (CAPCOA 2022). CalEEMod is designed to model construction and operational emissions for land development projects and allows for the input of project- and County-specific information. The purpose of CalEEMod is to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects. The model quantifies direct emissions from construction and operation activities (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Furthermore, the model identifies mitigation measures to reduce criteria pollutant and GHG emissions along with calculating the benefits achieved from measures chosen by the user (CAPCOA 2023). CalEEMod was developed by ICF in collaboration with the Sacramento Metropolitan Air Quality Management District, Fehr and Peers, STI, and Ramboll. CalEEMod is a computer program accepted by the SCAQMD that can be used to

estimate criteria pollutant and GHG emissions associated with land development projects in California (SCAQMD 2024). CalEEMod has separate databases for specific counties and air districts. The Los Angeles-South Coast database was used for the Project. The model calculates emissions of CO, SO_2, PM10, PM2.5, and the O_3 precursors VOC, NO_x, and greenhouse gases. For this analysis, the results are compared with the SCAQMD mass daily thresholds described in Section 4.2.3 below to determine potential air quality and greenhouse gas impacts for Project-related construction and operations phase emissions.

Construction Mass Daily Emissions

Specific inputs to CalEEMod include land uses and acreages. Construction input data include but are not limited to: (1) the anticipated start and finish dates of each construction activity (e.g., grading, building, and paving); (2) inventories of construction equipment to be used during each Project activity; (3) areas to be graded for development; (4) volumes of materials to be imported to and exported from the Project Site; (5) areas to be paved; and (6) areas to be painted.

Operational Mass Daily Emissions

Operational inputs to CalEEMod include: (1) the specific year for project operations, (2) vehicle trip generation rates, and (3) energy use. Output operational emissions data are separated into energy use, which includes electricity consumption, area sources, and mobile sources. The area sources are landscape maintenance equipment, consumer products, and architectural coatings used for routine maintenance. Consumer products (e.g., household cleaners, air fresheners, automotive products, and personal care products) emit VOCs. Mobile sources are the vehicles used by employees, customers/visitors, and vendors traveling to and from the Project Site. CalEEMod also includes data to calculate emissions reductions based on project-specific characteristics and results from the implementation of mitigation measures.

Local Concentrations of Criteria Pollutants from On-Site Sources

The localized effects from the onsite portion of daily construction emissions were also evaluated at receptor locations potentially impacted by the Project according to the SCAQMD's localized significance threshold (LST) method, which utilizes onsite emissions rate look up tables and Project-specific modeling, where appropriate (SCAQMD 2008). LSTs are applicable to the following criteria pollutants: NO_2, CO, PM10, and PM2.5. 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 and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest receptor. For the LST CO and NO_2 exposure analysis, receptors who could be exposed for 1 hour or more are considered, such as residential units, hospitals, assisted living, and congregate care. For PM10 and PM2.5 exposure analysis, receptors who could be exposed for 24 hours are considered, such as residential units, hospitals, assisted living, and congregate care. The nearest receptors are residential and school uses located to the southeast of the Project Site. The mass rate look-up tables were developed for each source receptor area and are used to determine

whether a project may generate significant adverse localized air quality impacts. The SoCAB is divided into source receptor areas based on factors that include meteorological conditions.

When quantifying mass emissions for localized analysis, only emissions that occur on site are considered (SCAQMD 2008). Consistent with the SCAQMD's Final Localized Significance Threshold Methodology, emissions related to offsite delivery/haul truck activity and employee trips are not considered in the evaluation of localized impacts (SCAQMD 2008). The LST methodology was developed to be used as a tool to assist lead agencies to analyze localized impacts associated with project-specific level proposed projects. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over roadways. (SCAQMD 2008).

Standard Requirements

The following standard requirements are applicable to the Project.

SR AQ-1 SCAQMD Rule 401, Visible Emissions states that "a person shall not discharge into the atmosphere from any single source of emission whatsoever, any air contaminant for a period or periods aggregating more than 3 minutes in any 1 hour, which is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines, or is of such opacity as to obscure an observer's view to a degree equal to or greater than does smoke described in subparagraph (b)(1)(A) of this rule."

SR AQ-2 SCAQMD Rule 402, Nuisance states that a project shall not "discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property."

SR AQ-3 SCAQMD Rule 403, Fugitive Dust requires actions to prevent, reduce, or mitigate fugitive particulate matter emissions. These actions include applying water or chemical stabilizers to disturbed soils; managing haul road dust by applying water; covering all haul vehicles before transporting materials; restricting vehicle speeds on unpaved roads to 15 mph; and sweeping loose dirt from paved site access roadways used by construction vehicles. In addition, Rule 403 requires that vegetative ground cover be established on disturbance areas that are inactive within 30 days after active operations have ceased. Alternatively, an application of dust suppressants can be applied in sufficient quantity and frequency to maintain a stable surface. Rule 403 also requires grading and excavation activities to cease when winds exceed 25 mph.

Impact Analysis

a) Would the project conflict with or obstruct implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD) or the Antelope Valley AQMD (AVAQMD)?

Less than Significant Impact. The proposed Old Road Self Storage Project is located at 24000 The Old Road in the Newhall community of unincorporated Los Angeles County, within the South Coast Air Basin and under the regulatory jurisdiction of the South Coast Air Quality Management District (SCAQMD). The project is not located within the Antelope Valley Air Quality Management District (AVAQMD) and therefore would not be subject to AVAQMD air quality plans or regulations.

The SCAQMD is responsible for developing and implementing the Air Quality Management Plan (AQMP) for the South Coast Air Basin, which establishes regional strategies to attain state and federal ambient air quality standards through emissions reductions from stationary, mobile, and area sources.

Pursuant to the SCAQMD's CEQA Air Quality Handbook, a project would be inconsistent with the AQMP if it would (SCAQMD 1993):

- Create an increase in the frequency or severity of air quality violations; cause or contribute to new violations; delay attainment of air quality standards; or
- Exceed the assumptions of the AQMP.

With respect to the first criterion, the analyses presented in response to Threshold 4.2b demonstrate that the proposed Old Road Self Storage Project would generate short-term construction emissions and long-term operational emissions of criteria pollutants. However, as documented in the project's CalEEMod Detailed Report, maximum daily emissions of all criteria pollutants during both construction and operation would be below the applicable SCAQMD significance thresholds.

Because project-related emissions would not exceed SCAQMD thresholds, the Project would not result in a cumulatively considerable contribution to regional air quality violations, would not cause or contribute to new violations, and would not delay attainment of state or federal ambient air quality standards. Accordingly, impacts related to this criterion would be less than significant, and no mitigation is required.

With respect to the second criterion, the Project was evaluated to determine whether it would exceed the assumptions of the 2022 Air Quality Management Plan. The 2022 AQMP is a comprehensive, multi-agency planning effort prepared by the SCAQMD in coordination with the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the U.S. Environmental Protection Agency (USEPA). The AQMP establishes regional strategies to attain the National Ambient Air Quality Standards (NAAQS) and is based on SCAG growth forecasts, regional land use patterns, and projections of vehicle activity and energy consumption within the South Coast Air Basin.

The project site is designated Light Industrial under the applicable General Plan. The Light Industrial designation allows a wide range of employment-generating uses, including warehousing, logistics, manufacturing, business parks, professional offices, and similar uses. The proposed self-storage facility is consistent with this designation and does not represent a land use or development intensity beyond what was assumed in SCAG's regional growth forecasts that underpin the 2022 AQMP.

The Project would not directly result in population growth, as it would generate a small number of permanent jobs typical of a self-storage facility. These positions would be expected to be filled by the existing local labor force and would not induce substantial employment growth, new housing demand, or secondary population growth. As such, the Project would not exceed AQMP assumptions related to population, employment, vehicle trips, or energy usage within the South Coast Air Basin.

Based on the above, the Project would not conflict with or obstruct implementation of the 2022 AQMP. The Project would not increase the frequency or severity of air quality violations, would not delay attainment of air quality standards, and would not exceed regional growth or emissions assumptions used in AQMP planning. Therefore, impacts associated with this threshold would be less than significant, and no mitigation is required.

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

Less than Significant Impact. Appendix G of the State CEQA Guidelines (specifically, Issue Area III of the Appendix G Checklist found on Page 349 of the 2024 CEQA Guidelines) states that the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make significance determinations (AEP 2024). The SCAQMD has established significance thresholds to assess the regional and localized impacts of project-related air pollutant emissions.[1] These significance thresholds are updated as needed to appropriately represent the most current technical information and attainment status in the SoCAB.

Table 4.3-1, SCAQMD Significance Thresholds, presents the current SCAQMD significance thresholds, including regional daily thresholds for short-term construction and long-term operational emissions; maximum incremental cancer risk and HIs for TACs; and maximum ambient concentrations for exposure of sensitive receptors to localized pollutants. A project with daily emission rates, risk values, or concentrations below these thresholds is generally considered to have a less than significant effect on air quality.

[1] https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25

The effects of criteria air pollutants are evaluated against the NAAQS or CAAQS, which have been developed to provide air pollution standards that are protective of public health. Exceedance of these air quality standards does not describe the prevalence or magnitude of health effects but rather assesses the potential for a project-related health effect to occur. Project level assessments of air pollutant concentrations cannot provide an estimate of specific health effects such as asthma, bronchitis, or other specific respiratory ailments due to a broad variety of uncertainties, which include modeling limitations. One example provided by the SCAQMD was related to health impacts from emissions related to the ozone (smog) formation. Reactive organic gases (ROGs) and NO_x are pollutants that contribute to the formation of ozone, otherwise known as ozone precursors. It would be too speculative to determine how an individual project could affect the formation of ozone, and how it could affect the health for a specific receptor: ozone does not fully form within the proximity of a project site, and the formation of ozone is affected by solar irradiance, meteorological conditions, presence of ozone precursors from other sources, and other factors. As such, modeling of ozone concentrations is conducted on the "macro" scale of an air basin for all pollutant sources within the basin, and not for an individual project. Consequently, the use of NAAQS and CAAQS focuses on a project-level analysis of the four criteria pollutants of greatest concern (CO, NOx, PM10, and PM2.5) and provides a level at which it is considered harmful to public health but does not provide direct causation to specific health impacts.

TABLE 4.3-1
SCAQMD SIGNIFICANCE THRESHOLDS

Mass Daily Thresholds[a]		
Pollutant	**Construction**	**Operation**
NOx	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM10	150 lbs/day	150 lbs/day
PM2.5	55 lbs/day	55 lbs/day
SOx	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
TACs, Odor, and GHG Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to South Coast AQMD Rule 402	
GHG	10,000 MT/yr CO_2e for industrial facilities	

TABLE 4.3-1
SCAQMD SIGNIFICANCE THRESHOLDS

Mass Daily Thresholds[a]	
Ambient Air Quality Standards for Criteria Pollutants[b, c]	
NO_2 1-hour average annual arithmetic mean	The South Coast AQMD is in attainment; the Project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (State) 0.03 ppm (State) and 0.0534 ppm (federal)
PM10 24-hour average annual average	10.4 µg/m^3 (construction)[c] & 2.5 µg/m^3 (operation) 1.0 µg/m^3
PM2.5 24-hour average	10.4 µg/m^3 (construction)[c] & 2.5 µg/m^3 (operation)
SO_2 1-hour average 24-hour average	0.25 ppm (State) & 0.075 ppm (federal – 99th percentile) 0.04 ppm (State)
Sulfate 24-hour average	25 µg/m^3 (State)
CO 1-hour average 8-hour average	South Coast AQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20.0 ppm (State) and 35 ppm (federal) 9.0 ppm (State/federal)
Lead 30-day average Rolling 3-month average	1.5 µg/m^3 (State) 0.15 µg/m^3 (federal)

NOx: nitrogen oxides, lbs/day: pounds per day, VOC: volatile organic compound, PM10: respirable particulate matter with a diameter of 10 microns or less, PM2.5: fine particulate matter with a diameter of 2.5 microns or less, SOx: sulfur oxides, CO: carbon monoxide, TACs: toxic air contaminants, GHG: greenhouse gases, MT/yr CO_2e: metric tons per year of carbon dioxide equivalents, NO_2: nitrogen dioxide, ppm: parts per million, µg/m^3: micrograms per cubic meter; South Coast AQMD: South Coast Air Quality Management District

[a] Source: South Coast AQMD CEQA Handbook (South Coast AQMD 1993)

[b] Ambient air quality thresholds for criteria pollutants based on South Coast AQMD Rule 1303, Table 2 unless otherwise stated

[c] Ambient air quality threshold is based on South Coast AQMD Rule 403

Source: SCAQMD 2023

These regional emission thresholds cannot be used to correlate whether a specific health impact would occur to an individual receptor. These significance thresholds were developed to assist Lead Agencies with a consistent threshold that could be used to determine whether a project's emissions could significantly contribute to the total emissions occurring within an air basin. The totality of the air basin's emissions would determine whether it would be in attainment of the CAAQS and NAAQS.

Construction Emissions – Regional

Criteria pollutant emissions would occur during construction from operation of construction equipment; excavation and earth-moving activities, which would generate fugitive dust; import of soil; import of construction materials; paving and painting; and operation of vehicles driven to and from the site by construction workers. Emissions would vary from day to day, depending on the level of activity, the specific type of construction activity occurring, and, for fugitive dust, prevailing weather conditions. More specifically, the mass emissions analysis takes into account the following:

- Combustion emissions from operating onsite stationary and mobile construction equipment;
- Fugitive dust emissions from site preparation and soils remediation/grading phases;
- VOC emissions from asphalt paving and architectural coatings; and
- Mobile-source combustion emissions and fugitive dust from worker commute and truck travel.

A project with daily emission rates below the SCAQMD's established air quality significance thresholds (shown in Table 4.3-1) would have a less than significant effect on regional air quality. Project emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2022.1.1.41 computer program (CAPCOA 2022). CalEEMod is a computer program accepted by the SCAQMD that can be used to estimate anticipated emissions associated with land development projects in California. CalEEMod has separate databases for specific counties and air districts, and the Los Angeles-South Coast database was used for the Project. Consistent with the requirements of SCAQMD Rule 403 (**SR AQ-3**), watering for dust control and limiting vehicle speeds on unpaved roads is included in the emissions calculations.

Additionally, while not quantified, it is noted that construction contractors must also comply with SCAQMD Rules 401, Visible Emissions (**SR AQ-1**) and 402, Nuisance (**SR AQ-2**); no quantitative reductions of particulate emissions are assumed for these rules.

The regional emissions thresholds that are presented above within Table 4.3-2 are based on the rate of emissions (i.e., pounds of pollutants emitted per day). Therefore, the quantity, duration, and the intensity of construction activities are important in ensuring analysis of worst-case (i.e., maximum daily emissions) scenarios. Project activities (e.g., grading, building construction) are identified by start date and duration. Each activity has associated off-road equipment (e.g., backhoes, loaders, cranes) and on-road vehicles (e.g., haul trucks, concrete trucks, worker commute vehicles). Detailed construction assumptions and CalEEMod inputs and outputs can be found in Appendix B.

Maximum daily construction emissions during the peak workday (the day where emissions are highest due to the combination of number and types of construction equipment), are shown in Table 4.3-2, Estimated Unmitigated Maximum Daily Construction Emissions, below.

TABLE 4.3-2
ESTIMATED UNMITIGATED MAXIMUM DAILY CONSTRUCTION EMISSIONS (LBS/DAY)

Year	VOC	NOx	CO	SOx	PM10	PM2.5
Unmitigated Emissions						
2026	1	9	10	<1	<1	<1
2027	21	6	6	<1	<1	<1
Maximum	**21**	**9**	**10**	**<1**	**<1**	**<1**
SCAQMD Daily Thresholds *(Table 4.3-1)*	***75***	***100***	***550***	***150***	***150***	***55***
Exceeds SCAQMD Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**

lbs/day: pounds per day; VOC: volatile organic compound(s); NOx: nitrogen oxides; CO: carbon monoxide; SOx: sulfur oxides; PM10: inhalable particulate matter with a diameter of 10 microns or less; PM2.5: fine particulate matter with a diameter of 2.5 microns or less; SCAQMD: South Coast Air Quality Management District.

Source: SCAQMD 2023 (Thresholds). CalEEMod data in Appendix B.

As shown above, all criteria pollutant emissions would be less than their respective thresholds. As such, construction impacts associated with this threshold would be less than significant and no mitigation is required.

Operational Emissions – Regional

Operational emissions are comprised of area, energy, and mobile source emissions at full buildout of the Project. Area and energy source emissions are based on the specific land uses and size. Area sources include landscape maintenance equipment, consumer products, and architectural coatings used for routine maintenance. The principal area source of VOC emissions associated with the Project would result from the use of consumer products for routine cleaning; the major area source of CO emissions would be landscaping equipment. Energy emissions are from electricity consumption.

Mobile source emissions for the Project are based on estimated Project-related trip generation forecasts, as contained in the Project's Traffic Memorandum. Estimated maximum daily operational emissions for the Project are shown in Table 4.3-3, Estimated Maximum Daily Operational Emissions, using the CalEEMod model. The calculations are shown for the Project's buildout year.

TABLE 4.3-3
ESTIMATED MAXIMUM DAILY OPERATIONAL EMISSIONS

Source	VOC	Emissions (lbs/day)				
		NOx	CO	SOx	PM10	PM2.5
Mobile sources	<1	<1	4	<1	1	<1
Area sources	3	<1	4	<1	<1	<1
Energy sources	<1	<1	<1	<1	<1	<1
Water sources	<1	<1	<1	<1	<1	<1
Waste sources	<1	<1	<1	<1	<1	<1
Total Operational Emissions*	**3**	**1**	**9**	**<1**	**1**	**<1**
SCAQMD Significance Thresholds (Table 4.3-1)	*55*	*55*	*550*	*150*	*150*	*55*
Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

lbs/day: pounds per day; VOC: volatile organic compounds; NOx: nitrogen oxides; CO: carbon monoxide; SOx: sulfur dioxide; PM10: respirable particulate matter 10 microns or less in diameter; PM2.5: fine particulate matter 2.5 microns or less in diameter; SCAQMD: South Coast Air Quality Management District.

* Some totals may not add up due to rounding.

Note: CalEEMod model data sheets are included in Appendix B.

Therefore, as estimated maximum daily operational emission would be below the applicable SCAQMD thresholds, operational impacts associated with this threshold would be less than significant and no mitigation is required.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. A significant impact may occur when a project generates pollutant concentrations to a degree that would significantly affect sensitive receptors, which include populations that are more susceptible to the effects of air pollution than the population at large. Exposure of sensitive receptors is addressed for emissions from construction and operation of the proposed Project. To address construction activities, the analysis below includes the following: localized air quality impacts from construction and toxic air contaminants (TACs), specifically diesel particulate matter (DPM) from on-site construction. To address operational emissions exposure to sensitive receptors, the analysis below discusses local air quality impacts from on-site operations and CO hotspots. Operational, long-term TACs may be generated by some industrial land uses; commercial land uses (e.g., gas stations and dry cleaners); and diesel trucks on freeways.

Construction

Localized Criteria Pollutants from On-Site Construction

In addition to the mass daily emissions thresholds established by the SCAQMD, short-term local impacts to nearby sensitive receptors from on-site emissions of NO_x, CO, PM10, and PM2.5 are examined based on SCAQMD localized significance threshold (LST) methodology. To assess local air quality impacts for development projects without complex dispersion

modeling, the SCAQMD developed screening (lookup) tables to assist lead agencies in evaluating impacts.

The LST method is recommended to be limited to projects that are five acres or less. Although the site is approximately 5.26 acres, the LST lookup approach is applied as a conservative screening evaluation. For the purposes of an LST analysis, the SCAQMD considers receptors where it is possible that an individual could remain for 1 hour for NO_2 and CO exposure and 24 hours for PM10 and PM2.5 exposure. The emissions limits in the lookup tables are based on the SCAQMD's Ambient Air Quality Standards. The closest receptors to the Project site are the church and associated learning center southeast of the Project site across The Old Road. Individuals at these locations were evaluated for exposure for 1 hour, conservatively, and 24 hours. The emissions thresholds are for receptors within 72 meters (235 feet) of the Project site; the thresholds for receptors farther away would be higher, and the Project emissions would be a smaller fraction of the thresholds.

Table 4.3-4, Localized Significance Threshold Construction Emissions, shows the maximum daily on-site emissions for construction activities compared with the SCAQMD LSTs with receptors within 72 meters. The Project's maximum daily on-site emissions would occur during the grading phase. As shown in Table 4.3-4, the localized emissions from the Project would be below the thresholds, and no significant impacts would result to sensitive receptors, and no mitigation is required.

TABLE 4.3-4
UNMITIGATED LOCALIZED CONSTRUCTION EMISSIONS

Emissions and Thresholds	Emissions (lbs./day)			
	NOx	**CO**	**PM10**	**PM2.5**
Project maximum daily on-site emissions	6	9	<1	<1
SCAQMD Localized Significance Threshold[a]	**123**	**1,059**	**18**	**5**
Exceed threshold?	**No**	**No**	**No**	**No**

lbs./day: pounds per day; NOx: nitrogen oxides; CO: carbon monoxide; PM10: respirable particulate matter 10 microns or less in diameter; PM2.5: fine particulate matter 2.5 microns or less in diameter.

a Data is for SCAQMD Source Receptor Area 13, Santa Clarita Valley, with a source receptor distance of 72-meters, .5 acre.

See Appendix B, Air Quality and Greenhouse Gas Emissions Modeling Data, for CalEEMod outputs.

Toxic Air Contaminant Emissions from On-Site Construction

Construction activities would result in short-term, project-generated emissions of DPM from the exhaust of off-road, heavy-duty diesel equipment used for site preparation (e.g., excavation, and grading); paving; building construction; and other miscellaneous activities. CARB identified DPM as a TAC in 1998. The dose to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the duration of exposure to the substance. Thus, the risks estimated for a maximally exposed individual (MEI) are higher if a fixed exposure occurs over a longer time period. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments—which determine the exposure of

sensitive receptors to TAC emissions—should be based on a 40-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the Project.

There would be relatively few pieces of off-road, heavy-duty diesel equipment in operation, and the total construction period would be relatively short when compared to a 40-year exposure period. Combined with the highly dispersive properties of DPM over a large project site area and additional reductions in particulate emissions from newer construction equipment, as required by USEPA and CARB regulations, construction emissions of TACs would not expose sensitive receptors to substantial emissions of TACs. The impact would be less than significant, and no mitigation is required.

Operation

Localized Criteria Pollutants from On-site Operations

Project-related air emissions may have the potential to exceed the State and federal air quality standards in the vicinity of the Project even though these pollutant emissions may not be significant enough to create a regional impact to the SoCAB. Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, and on-site usage of natural gas appliances may have the potential to generate emissions that exceed the State and federal air quality standards in the vicinity of the Project even though these pollutant emissions may not be significant enough to create a regional impact to SoCAB.

The local air quality emissions from on-site operations were analyzed using the SCAQMD's Mass Rate LST Look-up Tables and the LST Methodology. Table 4.3-5, Localized Significance Threshold Operational Emissions, shows the on-site operational emissions from area sources, energy usage, vehicles operating on-site, and the calculated emissions thresholds.

TABLE 4.3-5
LOCALIZED SIGNIFICANCE THRESHOLD
OPERATIONAL EMISSIONS

On-site Emission Source	Pollutant Emissions (lbs./day)			
	NOx	**CO**	**PM10**	**PM2.5**
Mobile sources[a]	<1	<1	<1	<1
Area sources	3	4	<1	<1
Energy sources	<1	<1	<1	<1
Water sources	<1	<1	<1	<1
Waste sources	<1	<1	<1	<1
Refrigerants	<1	<1	<1	<1
Project's total maximum daily on-site emissions	3	4	<1	<1
SCAQMD Localized Significance Threshold[b]	**242**	**2,453**	**11**	**2**
Exceed threshold?	**No**	**No**	**No**	**No**

lbs./day: pounds per day; NOx: nitrogen oxides; CO: carbon monoxide; PM10: respirable particulate matter 10 microns or less in diameter; PM2.5: fine particulate matter 2.5 microns or less in diameter.

[a] Onsite vehicle emissions based on 5% of the gross vehicular emissions, which is the estimated portion of vehicle emissions occurring within a quarter mile of the Project site.

[b] Data is for SCAQMD Source Receptor Area 13, Santa Clarita Valley, with a source receptor distance of 72-meters, 5 acres

See Appendix B, Air Quality and Greenhouse Gas Emissions Modeling Data, for CalEEMod outputs.

The data provided in Table 4.3-5 shows that the operations of the Project would not exceed the local NO_x, CO, PM10, and PM2.5 thresholds of significance. Therefore, operation of the Project would create a less than significant impact to sensitive receptors, and no mitigation is required.

Carbon Monoxide Hotspot

In an urban setting, vehicle exhaust is the primary source of CO. Consequently, the highest CO concentrations generally are found close to congested intersections. Under typical meteorological conditions, CO concentrations tend to decrease as the distance from the emissions source (e.g., congested intersection) increases. Therefore, for purposes of providing a conservative worst-case impact analysis, CO concentrations typically are analyzed at congested intersection locations. If impacts are less than significant close to congested intersections, impacts also would be less than significant at more distant sensitive-receptor and other locations. Per the Project's Traffic Memorandum, implementation of the Project would result in 7 trips in the AM peak hour and 11 trips in the PM peak hour with a total of 109 trips per day.[2] The 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide evaluated numerous intersections for the potential to result in CO hotspots and found that the 1-hour CO standard (20.0 ppm) would likely not be exceeded until the daily traffic at the intersection exceeded more than 400,000 vehicles per day. Because the roadways proximate to the Project site have substantially less traffic than

[2] It should be noted that the trip values discussed related to the analysis of CO hotspots represent total Project trips, rather than new net trips, to provide a meaningful discussion of CO hotspot potential during peak congestion.

400,000 trips per day, CO concentrations at nearby roadway intersections are anticipated to be substantially less than the CO ambient air quality standards. Moreover, vehicle standards have become increasingly more stringent since 1992, and background CO concentrations are less than in 1992. As such, existing CO concentrations would be less than the ambient air quality concentration standards and the small contribution of Project-related traffic would likewise not result in CO concentrations that would exceed either the State or federal ambient air quality standards. The Project would result in less than significant impacts related to CO hotspots, and no mitigation is required.

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

Less than Significant Impact. Project construction would use equipment and activities that could result in other emissions (such as those leading to odors). However, these odors would be typical during construction and not extraordinarily objectionable. Potential construction odors include on-site construction equipment's diesel exhaust emissions as well as roofing, painting, and paving operations. There may be situations where construction activity odors could be noticed. However, these odors would be temporary and would dissipate rapidly from the source with an increase in distance. These odors would not be of such magnitude to cause a public nuisance. Therefore, the impacts would be short-term; would not affect a substantial number of people; and would be less than significant.

According to the SCAQMD CEQA Handbook, land uses associated with odor complaints typically include agricultural uses, sewer treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project does not include any uses identified by the SCAQMD as being associated with odors, and therefore, would not likely produce objectionable odors. In addition, the Project uses are regulated from nuisance odors or other objectionable emissions by SCAQMD Rule 402, Nuisance (**RR AQ-2**). Rule 402 prohibits discharge from any source of air contaminants or other material, which would cause injury, detriment, nuisance, or annoyance to people or the public. Overall, there would be a less than significant impact, and no mitigation is required.

4.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	☐	☐	☒	☐
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?	☐	☒	☐	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e) 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 otherwise contain oak or other unique native trees (junipers, Joshuas, southern California black walnut, etc.)?	☐	☐	☒	☐
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)?	☐	☒	☐	☐
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?	☐	☐	☒	☐

A Biological Constraints Analysis dated April 22, 2026, was prepared for the Applicant by Psomas. The purpose of the report is to document existing biological conditions and evaluate the potential for special-status plant and wildlife species, as well as other regulated biological resources, to occur within the Project Area. The Biological Constraints Analysis also identifies potential biological constraints and provides recommendations for additional surveys, as warranted, based on regulatory agency requirements. This report can be found in Appendix C.

Impact Analysis

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

Less than Significant Impact. Prior to the field survey, a literature review was conducted to identify special-status plant and wildlife species with potential to occur in the vicinity of the Project site. Sources reviewed included the California Native Plant Society's Inventory of Rare and Endangered Plants (CNPS 2026) and the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CDFW 2026). Database searches were conducted for the Project Area and surrounding vicinity including the Newhall and surrounding USGS 7.5-minute quadrangles.

A general biological survey of the Project site was conducted on April 21, 2026, by a qualified biologist. The survey consisted of pedestrian reconnaissance of the site to document existing biological conditions and evaluate the potential for special-status plant and wildlife species and other regulated biological resources.

The survey included identification of vegetation types, dominant plant species, and habitat features, including the presence of native trees, wildlife use, and any indicators of sensitive biological resources. The Project Area and surrounding landscape were evaluated for habitat quality, disturbance, and potential constraints associated with jurisdictional waters, sensitive natural communities, and regulated tree resources.

Available aerial imagery was reviewed to assess historical land use and disturbance patterns within the Project site and surrounding vicinity.

Special Status Plant Species

No special-status plant species, other than California black walnut, were observed during the general biological survey. California black walnut is included on the California Native Plant Society Inventory with a California Rare Plant Rank (CRPR) of 4, indicating limited distribution and relatively low conservation concern. The species is not listed as threatened or endangered under State or federal law.

The two California black walnut trees observed within the Project site occur in a highly disturbed setting and do not represent a natural stand or sensitive natural community.

California black walnut is also present in the surrounding vicinity, including along the adjacent drainage channel outside of the Project site. The limited extent and context of the on-site individuals do not indicate the presence of a significant biological resource within the Project site.

The Project site is currently disturbed and is underlain with compacted soils and covered over in ruderal vegetation. In addition, the site is characterized by a lack of native plant community structure or suitable microhabitats. As such, the Project site does not provide suitable habitat for other special-status plant species, and their occurrence is not expected.

Wildlife Habitat

No special-status wildlife species or suitable habitat for such species were observed within the Project site during the field survey. The site is highly disturbed and lacks the vegetation structure, habitat features, and connectivity necessary to support special-status wildlife species.

The Project site is separated from nearby open space areas by the I-5 freeway, The Old Road, and surrounding development, which limits wildlife movement and reduces the potential for use by special-status species. As such, special-status wildlife species are not expected to occur within the Project site.

Based on the disturbed site conditions and lack of suitable habitat, no additional focused surveys for special-status plant or wildlife species are recommended. Therefore, as the site lacks suitable habitat for special status plant and wildlife species, the Project's construction and operation would result in less than significant impacts related to this threshold question.

b) Would the project 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?

Less than Significant Impact with Mitigation Incorporated. As stated in the Oak Tree and Oak Woodlands Report, there are a total of 18 oak trees located within the Project site and the adjacent public right-of-way (ROW). Seven of these were proposed to be removed due to the design of this project and encroachment on the flood control canal. Of the seven oak trees that would be removed, six are limited in their contribution to the oak woodland because they are growing in the space between the concrete channel and the soil against the channel wall. Half of their canopy extends over the channel, which limits regeneration, and their longevity is compromised because of their trunk locations. The final one is a young tree located adjacent to the road right of way that is proposed for removal for construction of driveway. The eight oak trees that will not be removed are located within the road right of way; as described in Section 3.1.1 *Tree Removal and Encroachments,* limits to grading have been set for each of these trees to minimize the potential for effects. Only one tree (tree number five) is proposed for pruning. These trees would be retained within a 25-foot-wide landscaped area. Nevertheless, regeneration of these eight trees would continue to be limited due to their location along the improved roadway, The Old Road.

The proposed Project would have a potential for an adverse impact on the existing oak trees because the Project would result in a loss of natural habitat. Currently, the sphere of influence for many of the remaining oak trees is encroached upon and the understory has been removed. The Project would continue to encroach upon these spheres of influence (see the oak tree map encroachment zones featured in Appendix A Oak Tree and Oak Woodlands Report and Map) and reduce the opportunity for regeneration. The contiguity of the defined, limited oak woodland would be reduced. As a result, the Project Applicant would be required to adhere to the recommendations made in the Oak Tree and Oak Woodlands Report, which contains several mitigation options that would be selected by the Applicant in consultation with the Project Team and County (see Mitigation Measure [MM] BIO-2 and Appendix A). Implementation of the mitigation identified in the aforementioned Report would ensure that impacts remain at levels that would be less than significant.

c) Would the project 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?

Less than Significant Impact. A concrete-lined drainage channel is located along the eastern boundary of the Project site. This feature is an engineered flood control facility characterized by a hardened bed and banks and lacks natural substrate and riparian vegetation.

Although such features may be subject to jurisdiction by the U.S. Army Corps of Engineers (USACE) and Regional Water Quality Control Board (RWQCB), the drainage channel does not meet the criteria for jurisdiction under the California Department of Fish and Wildlife pursuant to Fish and Game Code Section 1602, as it does not support bed, bank, or channel features with associated riparian resources. In addition, the Project would not extend into the adjacent drainage channel and would not result in any direct or indirect impacts to said drainage channel. The Project would not require the demolition and removal of the adjacent flood control channel, nor would the Project fill in or re-direct the course of the channel.

Furthermore, the site does not contain any marshes or vernal pools. Since the Project's implementation would not have a substantial adverse effect on State or federally protected wetlands, impacts would be less than significant, and no mitigation is required.

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

Less than Significant Impact with Mitigation Incorporated. The Project site is located within a developed and highly disturbed landscape and is bound by the I-5 freeway, The Old Road, and other developed land uses. These features limit wildlife movement and connectivity between adjacent open space areas. In addition, the Project site does not provide a functional wildlife movement corridor and is not expected to support regional wildlife movement.

Vegetation within the Project site, including trees and shrubs, has the potential to support nesting birds protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code. Therefore, the Project Applicant would be required to implement **MM BIO-1** in order to ensure that impacts remain at levels that are less than significant.

e) Would the project 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 otherwise contain oak or other unique native trees (junipers, Joshuas, southern California black walnut, etc.)?

Less than Significant Impact with Mitigation Incorporated. The Project site contains native trees including coast live oak and California black walnut. The trees are primarily located along the western boundary of the site and in a linear arrangement along the eastern portion of the Project Area adjacent to the drainage channel.

Although the 2025 Oak Woodlands Report (Appendix A) considered the area to be a "moderately degraded oak woodland", the more recent biological constraints report identifies the area as "severely degraded" (Appendix C). While portions of the Project Area meet the minimum definitional criteria for oak woodland under the Los Angeles County Oak Woodlands Conservation Management Plan (LACOWHCSA 2011; see Attachment C for Biological Constraints Analysis), the on-site trees occur in a highly disturbed and constrained setting adjacent to a concrete-lined drainage channel and previously graded areas. The trees are arranged in narrow, linear configurations along both the western and eastern portions of the site and lack key characteristics of a functioning oak woodland community, including contiguous canopy structure, native understory, and evidence of natural recruitment.

As such, the Biological Constraints Report conducted in 2026 concluded the on-site trees to be more consistent with a severely degraded woodland condition as defined by the Plan (LACOWHCSA 2011), wherein woodland function is substantially altered and opportunities for long-term persistence are limited. Under the Plan's impact framework, retention of existing canopy, particularly along the western portion of the Project Area, within an already degraded woodland context is generally associated with lower levels of impact severity. Specific avoidance, minimization, and replacement requirements are determined through the County permitting process. Further, historical aerial imagery indicates that the Project site has been subject to prior grading and channelization and did not support a contiguous oak woodland canopy within the current site footprint. The existing distribution of trees reflects a constrained, disturbance-driven pattern rather than a remnant of an intact woodland stand connected to open space areas of the Santa Susana foothills.

Along the western boundary adjacent to The Old Road, the majority of larger, mature coast live oak trees are proposed for retention, with only a single tree proposed for removal in this portion of the site. In contrast, trees along the eastern portion of the site are confined by the concrete-lined drainage channel, chain-link fencing, and compacted soils, which limit canopy expansion, understory development, and natural regeneration.

As described in (b) above, the proposed Project would still have a potential for an adverse impact on the existing oak trees because the Project would result in a loss of natural habitat.

As a result, the Project Applicant would be required to adhere to the recommendations made in the Oak Tree and Oak Woodlands Report, which contains several mitigation options that would be selected by the Applicant in consultation with the Project Team and County (see Mitigation Measure [MM] BIO-2 and Appendix A). Implementation of the mitigation identified in the aforementioned Report would ensure that impacts remain at levels that would be less than significant.

f) Would the project 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)?

Less than Significant Impact with Mitigation Incorporated. An Oak Tree and Oak Woodlands Report was prepared for the Project (Tree Care Consulting 2025; Appendix A) to evaluate the on-site oak trees. The arborist report identifies coast live oak trees that meet the size thresholds for protection under the Los Angeles County Oak Tree Ordinance (Los Angeles County Code Chapter 22.174). Removal or encroachment of these trees would require issuance of an Oak Tree Permit from the County, with specific avoidance, minimization, and replacement requirements determined through the permitting process. The Project Applicant would be required to adhere to the recommendations made in the Oak Tree and Oak Woodlands Report as well as any conditions imposed through the Oak Tree Permit (Mitigation Measure MM-BIO-2). Adherence to the recommendations made in the Oak Tree and Oak Woodlands Report and by the County would ensure potential impacts remain at levels that are less than significant with mitigation incorporated.

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

Less than Significant Impact. The Project site is not located within designated critical habitat for any federally listed species known from the region. Designated critical habitat for the coastal California gnatcatcher (*Polioptila californica californica*) occurs in the vicinity of the Project site. However, the Project site itself does not contain suitable coastal sage scrub habitat and therefore is not expected to support this species or contribute to the function of nearby designated critical habitat. In addition, the Project site is not under the jurisdiction of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or any other approved local habitat conservation plan. Impacts to oak trees located within the Project site and The Old Road ROW would be minimized through the incorporation of mitigation measures outlined in the Oak Tree and Oak Woodlands Report. The Applicant, in consultation with the Project Team and County, would select the most appropriate and feasible mitigation measure(s) identified in the aforementioned Report. As a result, potential impacts would be less than significant.

Mitigation Measures

MM BIO-1 **Pre-construction Nesting Bird Surveys.** If vegetation removal occurs during the nesting season (generally February 1 through August 31), pre-construction nesting bird surveys will occur to ensure compliance with the Migratory Bird Treaty Act and California Fish and Game Code.

MM BIO-2 **Oak Tree Removal Mitigation.** In consultation with the County Permitting Department, the County Engineering Department would identify sufficient measure(s) from the recommendations made in the Oak Tree and Oak Woodlands Report (Appendix A) to meet the County's regulatory requirements for issuance of a Tree Removal Permit. Tree removal requires a minimum of 2:1 replacement of trees, totaling a minimum of 14 tree replacements.

Per the tree report (Appendix A) replacement trees could be planted onsite, likely in a 2.5-acre area on the north side of property or in the riparian area that is within the Caltrans drainage easement but outside of the drainage area. Other options could include restoration at an offsite degraded oak woodland area in the vicinity or payment of an in-lieu fee that would go to a special fund for restoring oak trees at other locations.

4.5 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 as defined in CEQA Guidelines § 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

Introduction

The following analysis of cultural resources is based on the Cultural Resources Section 106 Report, dated December 2025 and prepared for the Project by Psomas (Appendix D). As part of the Cultural Resources Report, background research was conducted to assess the potential for impacts to cultural resources (e.g., archaeological and historic resources) within the Project site. This included a cultural resources literature review and records search conducted at the South-Central Coastal Information Center (SCCIC), a Sacred Lands File (SLF) search conducted by the Native American Heritage Commission (NAHC), and a pedestrian field survey of the Project site. Additionally, a historic built environment field survey, including an evaluation of a historic-era structure (24000 The Old Road), was completed for the Project site. The results of the SCCIC records search and literature review, NAHC SLF review, pedestrian field survey, and built environment evaluation are summarized below and included in Appendix D.

Additionally, the analysis of paleontological resources in this section is based on the results of a literature review and records search conducted through the Natural History Museum of Los Angeles County (NHMLA; Appendix D) and a review of geologic maps and aerials of the Project site.

Impact Analysis

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines § 15064.5?

No Impact. As discussed above, the SCCIC records search and literature review did not identify any previously recorded historical resources within the Project site or immediately adjacent areas that would otherwise be affected by the Project. While one historic-era

property (24000 The Old Road), consisting of a one-story single-family residence and an ancillary equipment storage building, was identified within the Project site during the historic built environment field survey, this property was evaluated for historical significance as part of the Cultural Resources Report which concluded that it is not eligible for listing under any NRHP, CRHR, or local designation criteria due to a lack of important historical associations, architectural merit, and poor integrity (refer to Attachment D of Appendix D). Furthermore, based on review of the County's GIS-NET Public mapping application, there are no historical objects, buildings, structures, or sites within the Project site determined by the County, as the lead agency, to be historically significant (County of Los Angeles 2026). Therefore, the Project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. No impact would occur, and no mitigation is required.

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

Less than Significant Impact with Mitigation Incorporated. The SCCIC records search identified five previously recorded cultural resources within one mile of the Project site; however, none of the resources are located within or just adjacent to the Project site. Additionally, the archaeological pedestrian survey did not identify any evidence of surficial archaeological or other cultural resources within the Project site. However, the NAHC SLF search results were positive for tribal cultural resources, indicating sensitivity in the broader vicinity of the Project. The Project site is currently undeveloped; the majority of ground disturbing activities would occur in areas that have been previously disturbed by existing development and associated improvements.

Although no archaeological resources were identified within the Project site through the literature review and records search or the pedestrian field survey, the potential for previously unknown subsurface archaeological resources to be uncovered during construction does exist, which represents a potentially significant impact. Therefore, to ensure that no significant impacts to any unknown or inadvertently discovered archaeological resources would result from the Project, **MM CUL 1** is required in the unanticipated event that previously unknown archaeological resources are inadvertently unearthed during excavation and grading activities. With implementation of **MM CUL 1**, impacts would be reduced to a less than significant level.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact with Mitigation Incorporated. As discussed above, the Project site is situated in the northern portion of the Los Angeles Basin, which contains sedimentary rocks of Pliocene and Quaternary age that are between 5,000 to 13,000 feet thick. According to the U.S. Geological Survey (USGS) 7.5-Minute Oat Mountain Quadrangle Map, the Project site is underlain by undifferentiated young alluvial deposit (Qyf) that typically consists of unconsolidated to slightly consolidated, undissected to slightly dissected boulders, cobbles, gravels, sands, and silt deposits issued from a very confined valley or canyon.

While the NHMLA records search did not identify any recorded or georeferenced fossil localities within the Project site, five fossil localities have been documented nearby in similar sedimentary deposits that may occur within the Project site either at the surface or at depth. These localities included fish (*Chondrichthyes Teleostei*), fish (*Chondrichthyes* spp.), invertebrates (*Trachycardium* and *Tresus* spp), and two additional uncatalogued or unspecified invertebrate species. While the site history indicates that proposed earthmoving activities would take place within previously disturbed soils, which consist of re-deposited alluvial soil and artificial fill, the potential for paleontological resources to be inadvertently be unearthed during grading and excavation activities does exist. Therefore, to ensure the Project would not result in direct or indirect impacts to unknown paleontological resources, the Project would implement **MM CUL-2**, which requires retention of a qualified paleontologist that will be available to construction team if paleontological resources are encountered during grading and excavation in sensitive conditions and to establish discovery, evaluation, and treatment procedures. With implementation of **MM CUL 2**, impacts to paleontological resources would be reduced to a less than significant level.

d) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Less than Significant Impact. While the SCCIC records search did not identify previously recorded human remains within the Project site or surrounding area, and no human remains were observed during pedestrian field surveys of the site, the NAHC SLF search was positive for Tribal cultural resources in the vicinity of the site. Ground-disturbing activities during Project construction could inadvertently encounter previously undiscovered human remains, including those of Native American descent. To ensure that the Project would not result in impacts to human remains, the Project would comply with existing applicable State requirements regarding the discovery of human remains, including Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, as outlined in **RR CUL-1**. In compliance with existing State requirements, if human remains are encountered, work would halt in the vicinity of the find and the County Coroner would be notified. If the remains are determined to be Native American, the Coroner would notify the NAHC, and the designation of the Most Likely Descendant (MLD) process would be followed pursuant to PRC Section 5097.98. Therefore, through compliance with existing State law, the Project would have a less than significant impact on human remains, and no mitigation is required.

Regulatory Requirements

RR CUL-1 **Unanticipated Discovery of Human Remains.** If human remains are encountered during any ground-disturbing activities, all work shall cease immediately in the area of the discovery and in any nearby area reasonably suspected to overlie adjacent remains. The Project Applicant shall notify the Los Angeles County Coroner in accordance with Health and Safety Code Section 7050.5.

If the Coroner determines that the remains are Native American, or that there is reason to believe the remains are Native American, the Coroner shall contact

the Native American Heritage Commission (NAHC) within 24 hours as required by Public Resources Code Section 5097.98. The NAHC shall designate a Most Likely Descendant (MLD). The Project Applicant shall work with the MLD to establish appropriate treatment and disposition of the remains in accordance with PRC Section 5097.98. Work in the vicinity of the discovery shall not resume until the Coroner and, as applicable, the NAHC/MLD have provided direction and any required measures have been completed.

Mitigation Measures

MM CUL-1 **Unanticipated Discovery of Archaeological Resources.** If archaeological resources (sites, features, or artifacts) are unearthed during ground-disturbing activities, all construction work shall immediately stop until a qualified archaeologist meeting the Secretary of the Interior's Professional Qualification Standards can evaluate the significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find under the California Environmental Quality Act (CEQA) (14 CCR 15064.5(f); California PRC Section 21082), the archaeologist may record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan, testing, or data recovery, may be warranted.

MM-CUL-2 **Unanticipated Discovery of Paleontological Resources.** Prior to commencement of earthmoving activities, the Project Applicant shall retain a qualified Los Angeles County certified Paleontologist, for on-call services in the event of a discovery of paleontologically sensitive geological formations during ground disturbance activities. Should these resources be found during ground-disturbing activities for the Project, the Paleontologist shall first determine whether it is a significant paleontologically sensitive fossil locality or geological formation. If the above-mentioned resources are found during earthmoving activities, the Paleontologist shall formulate a report and a mitigation plan in consultation with the County. For paleontological resources, the disposition of the resources shall be subject to approval by the County. All recovered paleontologically sensitive fossils and rock formations shall be deposited in an accredited institution or museum, such as the Natural History Museum of Los Angeles County. If resources are discovered, work may proceed in other areas of the site, subject to the direction of the Paleontologist.

4.6 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?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Impact Analysis

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

Less than Significant Impact. Project construction would require the use of off-road construction equipment, which is assumed to use diesel fuel. Additionally, Project construction may require the use of electricity to power lighting for security purposes or evening construction. Furthermore, any hand tools used during the building construction phase would be electric powered, likely through batteries. Combined, electricity consumption associated with Project construction (lighting and power tools) would be nominal and temporary, ending upon completion of construction. Natural gas is not anticipated to be consumed during Project construction as there would be no need for heating or cooking activities on site. Construction also includes construction workers' personal vehicles and vendors traveling to and from the proposed Project Site. Off-road construction equipment use was calculated from the equipment data (mix, hours per day, horsepower, load factor, and days per phase) provided in the CalEEMod construction output files included in Appendix B. The total horsepower hours for the Project was then multiplied by fuel usage estimates per hours of construction activities included in the Off-Road Model.

Fuel consumption from construction worker, vendor, and delivery/haul trucks was calculated using the trip rates and distances provided in the CalEEMod construction output files. Total vehicle miles traveled (VMT) was then calculated for each type of construction-related trip and divided by the corresponding miles per gallon factor using CARB's EMissions FACtor (EMFAC) model. EMFAC provides the total annual VMT, and fuel consumed for each vehicle type. Construction vendor and delivery/haul trucks were assumed to be heavy-duty diesel trucks. As shown in Table 4.6-1, Energy Use During Construction, a total of 3,848 gallons of gasoline and 25,435 gallons of diesel fuel are estimated to be consumed during Project construction.

TABLE 4.6-1
ENERGY USE DURING CONSTRUCTION

Source	Gasoline (gallons)	Diesel (gallons)
Off-road Construction Equipment	0	25,414
Worker Commute Trips	2,430	6
Vendor Trips	1,418	15
On-road Haul Trucks	0	0
Totals	**3,848**	**25,435**
2025 Los Angeles County Fuel Consumption	**3,064,206,917**	**453,349,035**
Percentage of Project Fuel Consumption Compared to 2026 County-wide Fuel Consumption	**<0.00**	**<0.00**
Sources: based on data from CalEEMod, Off-Road, and EMFAC2025. Energy resources data can be found in Appendix E.		

Fuel energy consumed during construction would be temporary in nature and would not occur after completion of construction activities. Fuel consumed during construction would also not represent a significant demand on energy resources. As shown in Table 4.6-1, fuel consumption during Project construction would represent less than one percent of the total regional 2025 gasoline and diesel fuel consumption for Los Angeles County. Furthermore, there are no unusual Project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in other parts of the State. Therefore, the proposed construction activities would not result in inefficient, wasteful, or unnecessary fuel consumption.

Operation

Project operations would result in energy consumption related to electricity, water, solid waste, natural gas, and transportation. Potential energy impacts of the Project are evaluated with emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. The regulations, plans, and policies adopted for the purpose of maximizing energy efficiency that are directly applicable to the Project include (1) California's Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings, (2) the CALGreen Code, (3) the Los Angeles County General Plan, and (4) the 2045 Los Angeles County CAP.

Development of the Project would comply with the latest Building Energy Efficiency Standards, the latest CALGreen code, the Los Angeles County General Plan, and the 2045 Los Angeles County CAP.

Operational energy use derived from transportation sources would be from daily vehicle trips associated with the Project. Electricity and natural gas consumption estimates were calculated by the CalEEMod model.

Transportation-related energy consumption of gasoline and diesel fuel was calculated based on the quantity of vehicles, average travel distance, vehicle class and fuel efficiency of each vehicle class as provided by the EMFAC model. The Project's gasoline and diesel consumption rates were calculated using estimated miles per gallon factors based on data from CARB's Emissions Factors (EMFAC 2021) model that provides average vehicle emissions rates for the SoCAB in California. It is estimated that Project-generated trips would use 1,445 gallons of diesel fuel per year and 15,826 gallons of gasoline per year (Table 4.6-2).

TABLE 4.6-2
TRANSPORTATION ENERGY
(GALLONS/YEAR)

Source	Gasoline Fuel	Diesel Fuel
User Defined Commercial (Self-storage facility)	15,826	1,445
Total Project	**15,826**	**1,445**
Sources: CalEEMod v 2022.1.1.41, EMFAC 2021		

The State of California consumed 12,065,156,030 gallons of gasoline in 2025 (CDTFA 2025). Project-anticipated gasoline consumption represents 0.000001 percent of the consumption of the State.

The Energy Efficiency Standards for Residential and Nonresidential Buildings (CCR, Title 24, Part 6) were established in 1978 in response to a legislative mandate to reduce California's energy consumption. The current applicable standards are the 2025 Standards, effective January 1, 2026. The 2025 California Green Building Standards Code (CCR, Title 24, Part 11), also known as the CALGreen Code, contains mandatory requirements and voluntary measures for new residential and nonresidential buildings (including buildings for hotel, retail, office, public schools, and hospitals) throughout California (CBSC 2026a). The Project would be subject to the latest 2025 iteration of Title 24.

The development of the CALGreen Code is intended to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the following construction practices: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) environmental quality (CBSC 2026b). The CALGreen Code was adopted to reduce construction waste, make buildings more efficient in the use of materials and energy, and reduce environmental impact during and after construction. The County Code adopts the mandatory provisions of the CALGreen Code by reference (as discussed in the Regulatory Setting).

The Project would consume approximately 1,326,520 kilowatts of electricity per year (kWh/yr). In 2024, Los Angeles County consumed approximately 64,896,000,000 kWh of electricity; as such, the Project's electrical demand would represent less than 1 percent of the County's overall electrical demand (CEC 2026a). The Project would consume approximately 1,079,443 kBTU of natural gas per year (kBTU/yr; Table 4.6-3). In 2024, Los Angeles County consumed approximately 283,000,000 kBTU of natural gas; as such, the

Project's natural gas consumption would represent less than 1 percent of the County's overall demand for natural gas (CEC 2026b). The Project would involve development of buildings that would comply with the latest energy efficiency standards adopted by the State of California (the 2025 iteration of the Energy Code).

TABLE 4.6-3
ENERGY FROM UTILITIES

Source	Natural Gas (kBTU/yr)	Electricity (kWh/yr)
User Defined Commercial (Self-storage facility)	1,079,443	1,326,520
Total Project	**1,079,443**	**1,326,520**
Sources: CalEEMod v 2022.1.1.41.		

Operation of facilities proposed on the Project site would not result in wasteful, inefficient, or unnecessary energy consumption. Project design, construction, and operation would comply with 2025 California Building Energy Efficiency Standards and 2025 CALGreen Building code. There are no unusual characteristics of the existing Project Site or the Project that would cause greater energy consumption than a comparable project elsewhere in the State. Impacts would thus be less than significant, and no mitigation is required.

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

Less than Significant Impact. As stated throughout this Section, the Project would be required to comply with the State of California's 2025 Title 24 Building Standards. The latest building standards incorporate the California Energy Commission's building energy efficiency standards which would reduce energy consumption compared to the previous (2022) Title 24 Building Standards. Additionally, as demonstrated in Section 4.11, Land Use, and Section 4.8, Greenhouse Gas, the Project would comply with the relevant goals within the General Plan's Land Use Element and the County's CAP.

The Project would achieve a reduction of electricity use through compliance with the 2025 Building Energy Efficiency Standards Code and 2025 CALGreen during Project construction and operation through the implementation of on-site construction debris recycling and the inclusion of energy efficient fixtures, such as motion sensing lighting that would activate once a person enters a specific area. The Building Energy Efficiency Standards and CALGreen are each updated on three-year cycles. Each triennial edition of the Building Energy Efficiency Standards improves on the energy efficiency of the previous edition. The goal of these standards is to reduce wasteful, uneconomical, or unnecessary uses of energy within the state. Project development would comply with the latest State of California energy efficiency standards related to building energy use and the provision of electric vehicle charging stations. Compliance with County and State requirements would result in consistency with State and local plans related to energy conservation and energy efficiency. Impacts would thus be less than significant. No mitigation is required.

4.7 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.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction and lateral spreading?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater?	☐	☐	☒	☐
f) Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, Ch.22.104)?	☐	☐	☐	☒

Impact Analysis

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

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known active fault trace? Refer to Division of Mines and Geology Special Publication 42?

Less than Significant Impact. The unincorporated Los Angeles County community of Newhall is located in a seismically active region, as is the entire Los Angeles Basin. In 1972,

the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake. The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. A surface trace is a visible intersection of a geologic fault with the Earth's surface, appearing as a line, fracture, or zone of ground deformation where recent displacement (within the last ~10,000–1.6 million years) has occurred.

According to the California DOC - California Geological Survey, the Project site is situated within the Oat Mountain Quadrangle of the Alquist-Priolo Earthquake Fault Zone (DOC 2026a). The Oat Mountain Quadrangle covers an area of about 62 square miles in western Los Angeles County and contains four faults within the Sierra Madre Fault Zone, three of which are unnamed, while the fourth (and southernmost) Fault Zone is referred to as the Santa Susana Fault (DOC 2026b). The Project site is not located on the surface trace of an active fault or within an active fault zone, and none of the aforementioned faults traverse through the Project site, nor are they located near the Project site (DOC 2026b and DOC 2026c). The Project site is located approximately 2.7 miles northwest of the closest Sierra Madre Fault Zone fault (DOC 2026b).

The proposed Project includes construction of a new storage facility, with a single residence for an on-site manager, so would not include structures primarily intended for human occupancy. Further, the facility would be constructed in compliance with the 2025 Building Code, which contains standards for building design to minimize the impacts from geological hazards, including fault rupture. In addition, the Project Applicant would be required to implement all recommendations made by the Project's geotechnical engineer. As a result, potential impacts would be less than significant and no mitigation is required.

ii) Strong seismic ground shaking?

Less than Significant Impact. As stated previously, the Project site, and greater Los Angeles area, are located within a seismically active region which is traversed by numerous faults. The closest fault to the Project site is an unnamed fault located approximately 2.7 miles southeast. This fault is part of the Sierra Madre Fault Zone. The risk of impact related to strong seismic ground shaking is no greater for the Project site than for the adjacent properties. The intensity of ground shaking depends on the intensity of the earthquake, the duration of shaking, soil conditions, type of building, and distance from the epicenter or fault.

The proposed Project includes construction of a new storage facility, with a single residence for an on-site manager, so would not include structures primarily intended for human occupancy. Further, the proposed Project would be designed and constructed in accordance with the recommendations of the geotechnical engineer and 2025 California Building Code seismic safety requirements; therefore, project development would not cause substantial risks arising from strong ground shaking, and impacts would be less than significant.

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

Less than Significant Impact. The Project site is located within a liquefaction zone (DOC 2026c). According to the United States Geological Survey, liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. Lateral spreading is a phenomenon that is characterized by the horizontal, or lateral, movement of the ground. Lateral spreading could be liquefaction induced or the result of excess moisture within the underlying soils. Liquefaction-induced lateral spreading may affect the proposed Project since the Project site is located within a liquefaction zone.

Nevertheless, the proposed Project includes construction of a new storage facility, with a single residence for an on-site manager, so would not include structures primarily intended for human occupancy. Further, the proposed Project would be constructed in accordance with the latest 2025 California Building Code. In addition, the Project must implement the recommendations made by the Project's geotechnical engineer. Adherence to the geotechnical engineer's recommendations and the requirements outlined in the 2025 Building Code would reduce potential liquefaction or lateral spreading impacts to levels that are considered to be less than significant and no mitigation is required.

iv) Landslides?

Less than Significant Impact. According to the DOC, the Project site is not located within a landslide risk zone (DOC 2026c). Based on the relatively gentle topography of the site and surrounding areas, the potential for seismically-induced slope instability is considered low provided slopes are not over-steepened during construction, which is not included in Project design plans. Therefore, impacts would be less than significant, and no mitigation is required.

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

Less than Significant Impact.

Construction

Grading, earthwork, and landscape/hardscape installation activities associated with the proposed Project could expose on-site soils to potential short-term erosion by wind and water. The Project site features a slight slope downwards from southeast to northwest toward the adjacent flood control channel. As detailed in Section 4.10, Hydrology and Water Quality, construction activities associated with the Project would be required to implement Best Management Practices (BMPs) to prevent sedimentation from stormwater runoff and winds in accordance with a Stormwater Pollution Prevention Plan (SWPPP) prepared as part of the required National Pollutant Discharge Elimination System (NPDES) Construction General Permit. Compliance with the Construction General Permit would minimize the potential of erosion and loss of topsoil at the Project site during construction activities to a less than significant level and no mitigation would be required.

Operation

Once in operation, the Project site, including parking areas, would be paved over and landscaped, which would minimize on- or off-site soil erosion. The Project would also include the construction of two retaining walls; one located along the Project site's frontage with The Old Road and one extending along the Project site's northeastern boundary following the flood control structure. These retaining walls would prevent the movement of soils during a seismic event. In addition, the Project would be required to incorporate properly designed, technically appropriate BMPs and other low impact development (LID) strategies in accordance with County Code Chapter 12.84, Low Impact Development Standards. With implementation of all BMPs and LID strategies required by the County Code, operational impacts with regards to erosion or loss of topsoil would be less than significant and no mitigation would be required.

c) Would the project 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?

Less than Significant Impact.

Unstable Soils

The Project Applicant would be required to implement the recommendations made by the Project's geotechnical engineer, who would determine the suitability of the soils that underlay the Project site for development. Should the underlying soils be found to be unsuitable for development, the geotechnical engineer would propose solutions to improve the suitability of the site's geology to support the proposed Project.

Once complete, much of the Project site would be covered over in impervious surfaces. In addition, the landscaping that would be provided would anchor the on-site soils during a rain event. The Project site would contain various structural and geological design features that would minimize potential issues regarding soil stability. As a result, potential impacts would be less than significant and no mitigation is required.

Landslide

The Project site is not located within a landslide risk zone. The Project site features a slight slope from southeast to northwest towards the flood control channel. The soils present on-site would either be covered over in impervious surfaces, such as pavement and the building foundation, or would be anchored by new vegetation planted as part of the Project's landscape component. The Project would also include the construction of two retaining walls, one located along the Project site's frontage with The Old Road and one extending along the Project site's northeastern boundary. These retaining walls would prevent the movement of soils during a seismic event. Lastly, the Project Applicant must adhere to any recommendations made by the Project's geotechnical engineer. As a result, less than significant impacts related to on- or off-site landslides generated by unstable soils present on-site would occur and no mitigation is required.

Lateral Spreading

Lateral spreading is a phenomenon that is characterized by the horizontal, or lateral, movement of the ground. Lateral spreading could be liquefaction induced or the result of excess moisture within the underlying soils. The Project Applicant would be required to implement the recommendations made by the Project's geotechnical engineer. These recommendations would improve the condition of the underlying soils and would minimize any risk associated with lateral spreading.

Subsidence

Subsidence refers to the sinking of the ground, either gradually or suddenly, as a result of the removal or displacement of subsurface features, such as groundwater, oil, natural gas, or other mineral resources through pumping, fracking, mining activities, or natural compaction or collapse. The Project would not result in the withdrawal or removal of ground water or subsurface resources such as oil and/or natural gas (furthermore, as stated in the Mineral Resources Section, there are no mineral resources or extraction activities present on-site), nor would the Project involve the mining of subsurface materials. In addition, the Project would be required to adhere to current design requirements outlined in the California Building Code as well as County Code Title 26. Lastly, the Project Applicant would also be required to implement any recommendations made by the Project's geotechnical engineer. Therefore, impacts regarding subsidence hazards in this regard would be less than significant and no mitigation is required.

Liquefaction

As stated above, the Project site is located within a liquefaction zone. Nevertheless, potential impacts would be less than significant with adherence to the design recommendations made by the Project's geotechnical engineer as well as to the design requirements listed in the California Building Code and County Code Title 26. As a result, potential impacts regarding liquefaction would be less than significant and no mitigation is required.

Collapse

According to Caltrans, collapsible soil is unsaturated soil that undergoes a rearrangement of particles and reduction in volume upon wetting, additional loading, or both. As stated throughout this Section, the Project Applicant would be required to implement the design recommendations made by the Project's geotechnical engineer, which would address any unsuitable soils present on-site. Adherence to the recommendations made by the Project's geotechnical engineer, as well as the requirements present in the latest iteration of the California Building Code and Title 26 of the County Code would reduce potential impacts to levels that would be less than significant.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less than Significant Impact. Soils that exhibit certain shrink-swell characteristics expand according to the moisture content present at the time. Soils that exhibit shrink-swell characteristics swell (or expand) substantially when saturated with liquid and shrink (or contract and potentially collapse) when dry. The shrinking and swelling of soils (expansion) is influenced by the amount of clay present in the underlying soils. Soils that have a high expansion potential may cause damage to building foundations following a change in soil moisture content. The Project's geotechnical engineer may recommend certain measures be undertaken or design features be imposed that would address the underlying soil's expansion potential should the underlying soils be found to have a risk of shrinking and swelling. In addition, no groundwater would be drained to accommodate the implementation of the proposed Project. In addition, the Project would not result in the direct extraction of groundwater located below ground surface (BGS). Therefore, the likelihood of substantial risks to life and property stemming from expansive soils would be considered low. As a result, the potential impacts are anticipated to be less than significant and no mitigation is required.

e) Would the project have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater?

Less than Significant Impact. The Project would involve the installation of an Onsite Wastewater Treatment System (OWTS) and proposed leach fieldtank. The Project team determined that the underlying soils are capable of supporting the use of an on-site OWTS. As a result, less than significant impacts would occur and no mitigation is required.

f) Would the project conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, Ch.22.104)?

No Impact. The definition of a Hillside Management Area is made in the Land Use and Planning Section of this document. The Project site is not located within an area that is subject to the Hillside Management Area Ordinance. As a result, no impact would occur and no mitigation is required.

4.8 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?	☐	☐	☒	☐
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Introduction

Climate change refers to any significant change in measures of climate (e.g., average temperature, precipitation, or wind patterns) over a period of time. Climate change may result from natural factors, natural processes, and human activities that change the composition of the atmosphere and alter the surface and features of the land. Significant changes in global climate patterns have recently been associated with global warming, which is an average increase in the temperature of the atmosphere near the Earth's surface; this is attributed to an accumulation of greenhouse gas (GHG) emissions in the atmosphere. GHGs trap heat in the atmosphere which, in turn, increases the Earth's surface temperature. Some GHGs occur naturally and are emitted to the atmosphere through natural processes, while others are created and emitted solely through human activities. The emission of GHGs through fossil fuel combustion in conjunction with other human activities are associated with global warming.

GHGs, as defined under California's Assembly Bill (AB) 32, include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). General discussions on climate change often include water vapor, atmospheric ozone, and aerosols in the GHG category. Water vapor and atmospheric ozone are not gases that are formed directly in the construction or operation of development projects, nor can they be controlled in these projects. Aerosols are not gases. While these elements have a role in climate change, they are not considered by either regulatory bodies, such as CARB, or climate change groups, such as the California Climate Action Registry, as gases to be reported or analyzed for control. Therefore, no further discussion of water vapor, atmospheric ozone, or aerosols is provided.

Impact Analysis

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

Less than Significant Impact. In developing methods for GHG impact analyses, there have been suggestions from local air pollution control districts of quantitative thresholds, often referred to as screening levels, which define an emissions level below which it may be presumed that climate change impacts would be less than significant.

Construction Greenhouse Gas Emissions

Construction-related GHG emissions associated with the proposed Project would primarily result from fuel combustion by off-road construction equipment, on-road construction vehicles, and workers' commute trips. Construction GHG emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2022.1.1.41.

As shown in the CalEEMod Detailed Report, total unmitigated construction GHG emissions would occur across two years of construction, 2026 and 2027, and would total approximately 213 metric tons of carbon dioxide equivalent ($MTCO_2e$). These emissions are summarized in Table 4.8-1.

TABLE 4.8-1
ESTIMATED GREENHOUSE GAS EMISSIONS
FROM CONSTRUCTION

Year	Emissions ($MTCO_2e$)
2026	133
2027	80
Total	**213**

MTCO2e: metric tons of carbon dioxide equivalent

Notes:

- Totals may not add due to rounding variances.
- Detailed calculations in Appendix B, Air Quality and Greenhouse Gas Emissions Modeling Data.

Operational GHG emissions would come primarily from vehicle trips; other sources include electricity and water consumption; natural gas for space and water heating; and gasoline-powered landscaping and maintenance equipment. Table 4.8-2, Estimated Annual Greenhouse Gas Emissions from Project Operation, shows the annual GHG emissions from proposed Project's operations.

TABLE 4.8-2
ESTIMATED ANNUAL GREENHOUSE GAS EMISSIONS FROM PROJECT OPERATION

Source	Emissions ($MTCO_2e$/yr)
Mobile	185
Area	2
Energy	379
Water	1
Waste	69
Refrig.	<1
Total Operational Emissions	**636**

MTCO2e/yr: metric tons of carbon dioxide equivalent per year

Notes:

- Totals may not add due to rounding variances.
- Detailed calculations in Appendix B, Air Quality and Greenhouse Gas Emissions Modeling Data.

Because impacts from construction activities occur over a relatively short period of time, they contribute a relatively small portion of the overall lifetime project GHG emissions. In addition, GHG emission reduction measures for construction equipment are relatively limited. The SCAQMD recommends that construction emissions be amortized over a 30-year project lifetime so that GHG reduction measures address construction GHG emissions as part of the operational GHG reduction strategies. Thus, construction and operational emissions are combined by amortizing the construction and operations over an assumed 30-year project lifetime. This combination is shown in Table 4.8-3, below, using the Project's amortized construction and operational emissions.

TABLE 4.8-3
ESTIMATED TOTAL PROJECT ANNUAL GREENHOUSE GAS EMISSIONS

Source	Emissions ($MTCO_2e$/yr)
Construction (Amortized)	7
Operations (Table 4.8-2)	636
Total [b]	**643**
SCAQMD-Recommended Threshold (Tier 3)	**3,000**
Exceeds Threshold?	**No**

$MTCO_2e$/yr: metric tons of carbon dioxide equivalent per year

[a] Total derived by dividing construction emissions (see Table 4.8-1) by 30.
[b] Total annual emissions are the sum of amortized construction emissions and operational emissions.

It is noted that there are no established applicable quantitative federal, State, regional, or local CEQA significance criteria for GHG emissions for non-industrial projects in SoCAB. The SCAQMD has proposed, but not adopted, a threshold of 3,000 $MTCO_2e$ per year for non-industrial land use projects. The estimated GHG emissions from the Project would be less than this threshold. Impact would be less than significant, and no mitigation is required.

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

Less Than Significant Impact.

2022 CARB Scoping Plan

The 2022 California Air Resources Board (CARB) *Scoping Plan for Achieving Carbon Neutrality* establishes the framework for achieving statewide carbon neutrality by 2045 through sector-specific regulatory measures, energy efficiency standards, and continued reductions in greenhouse gas (GHG) emissions. The Project would not impede the State's progress toward achieving these goals.

The Project consists of the construction of a four-story, approximately 94,700-square-foot self-storage facility with limited office space and a manager's residence. As a low-intensity commercial land use, the Project would generate relatively low operational energy demand and limited daily vehicle trips. As documented in the Project's GHG analysis, both construction-period and operational GHG emissions would be below the South Coast Air Quality Management District's (SCAQMD) recommended significance threshold for GHG emissions and therefore would not be considered substantial.

In addition, the Project would be required to comply with all applicable State and local regulations that implement the Scoping Plan, including Title 24 energy efficiency standards and applicable building and energy codes in effect at the time of construction and operation. Consistent with CEQA Guidelines Section 15064.4(b)(3), compliance with these regulatory programs supports a conclusion that the Project would not conflict with State GHG reduction policies.

As demonstrated below, the Project would also be consistent with applicable local climate action and GHG reduction strategies and would therefore align with the GHG reduction mandates established by SB 32 and implemented through the 2022 Scoping Plan. Accordingly, the Project would not conflict with an applicable GHG reduction plan, and impacts would be less than significant.

SCAG 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

The Southern California Association of Governments (SCAG) adopted the 2024–2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) to integrate land use, transportation, and housing planning in support of State GHG reduction goals established under AB 32 and SB 375. The RTP/SCS focuses on reducing per-capita vehicle

miles traveled (VMT) through compact development patterns, multimodal transportation investments, and efficient land use planning.

The Project is neither a residential housing development nor a transportation project intended to increase population or employment density. The Project would serve local and regional storage demand and would not induce population growth or long-distance commuting patterns. A project-specific traffic analysis determined that the Project would generate a low number of daily vehicle trips and would meet Los Angeles County and CEQA screening criteria for a less-than-significant VMT impact, thereby screening out of further VMT analysis.

As discussed under GHG Threshold 4.7(a), the Project would not result in substantial GHG emissions from either construction or long-term operations. Operational emissions associated with vehicle travel, energy use, and area sources would remain low due to the nature of the use and the Project's compliance with current energy efficiency standards. As shown in the Project's emissions modeling, total GHG emissions would be below the SCAQMD's applicable interim GHG significance threshold and would not be considered cumulatively considerable.

Furthermore, the Project would not conflict with the overarching goals of the RTP/SCS, which include maintaining an integrated multimodal transportation system, supporting livable and economically viable communities, improving regional air quality and public health, and advancing environmental sustainability. Given its low-intensity operational profile and consistency with regional VMT and GHG reduction objectives, the Project would not conflict with the SCAG RTP/SCS. Therefore, impacts related to conflicts with applicable GHG reduction plans and policies would be less than significant.

Los Angeles County Climate Action Plan

The Los Angeles County Climate Action Plan (CAP) establishes a countywide framework for reducing greenhouse gas (GHG) emissions and addressing climate change through a combination of land use policies, energy efficiency measures, transportation strategies, and compliance with State regulations. The CAP applies to discretionary projects located within unincorporated areas of Los Angeles County, including the Old Road Self Storage Project, which is located in the Newhall community of unincorporated Los Angeles County.

As a low-intensity commercial land use, the Project would generate relatively low operational energy demand and a limited number of daily vehicle trips. As documented in the Project's GHG analysis, construction-period and operational GHG emissions would be below the South Coast Air Quality Management District's applicable GHG significance thresholds and would not be considered substantial.

Implementation of the Project would be required to comply with all applicable County, regional, and State regulations that support the goals of the Los Angeles County CAP, including California Title 24 energy efficiency standards, applicable building codes, and transportation and air quality regulations. Compliance with these mandatory requirements

would ensure that the Project incorporates feasible and enforceable measures to reduce energy use and associated GHG emissions.

While Los Angeles County has adopted a Climate Action Plan to guide long-term emissions reductions, the Project is not relying on CAP consistency as a sole basis for a less-than-significant GHG impact determination. Instead, the Project's GHG emissions have been quantified and evaluated directly using accepted methodologies, and emissions have been shown to be below applicable significance thresholds. Therefore, the Project would not conflict with the goals, policies, or implementation measures of the Los Angeles County CAP.

Accordingly, the Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing greenhouse gas emissions, and impacts related to this threshold would be less than significant.

4.9 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?	☐	☐	☒	☐
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?	☐	☐	☐	☒
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 for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures 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?	☐	☐	☒	☐
iii) within proximity to land uses that have the potential for dangerous fire hazard?	☐	☐	☒	☐
h) Does the proposed use constitute a potentially dangerous fire hazard?	☐	☐	☒	☐

Impact Analysis

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

Less than Significant Impact.

Construction

The Project's construction would involve temporary use of small quantities of hazardous materials such as paints, solvents, adhesives, diesel fuel, welding gases (e.g., acetylene, oxygen, and argon), construction equipment lubricants (grease for equipment, hydraulic oil, engine oil, etc.), and asphalt. These materials would be stored and disposed of in accordance with federal, State, and local regulations and would be used for a limited duration. The transport of these materials is regulated by the Department of Transportation under the Hazardous Materials Transportation Act, which the Project's contractors must be familiar with. Furthermore, all materials would be handled in compliance with OSHA and other applicable regulations, such as California Code of Regulations (CCR) Title 22, Division 4.5 - Environmental Health Standards for the Management of Hazardous Waste. Additionally, the Project would incorporate standard best management practices in design and construction to prevent toxins, chemicals, construction debris, or petroleum products from entering nearby surface or groundwater resources and from degrading water quality downstream. As a result, potential impacts during Project construction are anticipated to be less than significant.

Operation

Once operational, the Project would not create a significant hazard to the public or the environment since no hazardous materials would be stored on-site. Self-storage facilities are not designed or intended for the handling or use of hazardous materials, and the Project does not include any operational components that involve such materials. The facility's rental agreement would explicitly prohibit tenants from storing hazardous materials on-site, and the facility's manager would enforce these restrictions through regular monitoring and facility management practices. Therefore, potential impacts related to hazardous materials would be less than significant.

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

Less than Significant Impact. A Phase I report dated July 1, 2024, was prepared for the Project site by Partner Engineering and Science, Inc. The Phase I report summarizes the results of the following:

1) A property and adjoining site reconnaissance;

2) Interviews with key personnel;
3) A review of historical sources;
4) A review of regulatory agency records; and
5) A review of a regulatory database report provided by a third-party vendor.

According to the Phase I report, Partner did not identify any Recognized Environmental Conditions on-site (Partner 2024). A Recognized Environmental Condition (REC) refers to the presence of hazardous substances or petroleum products in, on, or at the Project site due to a release to the environment; the likely presence of hazardous substances or petroleum products in, on, or at the Project site due to a release or likely release to the environment; or the presence of hazardous substances or petroleum products in, on, or at the Project site under conditions that pose a material threat of a future release to the environment (Partner 2024).

In addition, Partner did not identify any Controlled Recognized Environmental Conditions (CRECs) when conducting the evaluation of the Project site (Partner 2024). A Controlled Recognized Environmental Condition (CREC) refers to a REC affecting the Project site that has been addressed to the satisfaction of the applicable regulatory authority or authorities with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, activity, and use limitations or other property use limitations) (Partner 2024).

Furthermore, Partner did not identify any Historical Recognized Environmental Conditions (HRECs) when evaluating the Project site (Partner 2024). A Historical Recognized Environmental Condition (HREC) refers to a previous release of hazardous substances or petroleum products affecting the Project site that has been addressed to the satisfaction of the applicable regulatory authority or authorities and meeting unrestricted use criteria established by the applicable regulatory authority or authorities without subjecting the Project site to any controls (for example, activity and use limitations or other property use limitations) (Partner 2024).

As the Project site does not contain any RECs, CRECs, and/or HRECs, the Project's construction would be low risk and have little potential for creating 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. As a result, potential impacts related to construction are anticipated to be less than significant and no mitigation would be required.

Once operational, the Project would not create a significant hazard to the public or the environment since no hazardous materials would be stored on-site. As a result, operational impacts are expected to be less than significant.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses?

Less than Significant Impact. There are two sensitive land uses located within one-quarter mile of the Project site: Newhall Church of the Nazarene and Learn Beyond the Book, which occupy the frontage along the south side of The Old Road approximately 235 feet to the southeast of the Project site. As stated above in Threshold 4.9(a), during construction, a potential exists for the accidental release or spill of hazardous substances such as gasoline, oil, hydraulic fluid, diesel fuel, or other liquids associated with construction equipment operation and maintenance. However, use of these materials would be in limited quantities as is typical during the operation and maintenance of construction equipment and would be conducted in compliance with applicable federal, State, and local regulations. Additionally, the contractor would be required to use standard construction controls and safety procedures, which would avoid and minimize the potential for accidental release or spill of such substances into the environment.

Project operations would involve the use of substances that are typically used in a household or commercial setting for routine cleaning and maintenance, such as paint; pesticides; solvents; and cleaners, sanitizers, and disinfectants. These substances may be acutely hazardous, though potential impacts resulting from the exposure to, or emission of, such substances would be minimized through compliance with Occupational Safety and Health Administration (OSHA) and National Institute for Occupational Safety and Health (NIOSH) requirements. Furthermore, the storage and handling of hazardous materials, substances, or waste would be prohibited through stipulations identified in the rental agreement, as self-storage facilities are not designed or intended for the handling or use of hazardous materials. Therefore, operational activities associated with the Project would not generate hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste in quantities that may impact students, parents, staff, and church-goers within one-quarter mile of the site. As a result, the level of risk associated with the accidental release of hazardous substances during construction and operations would be less than significant, and no mitigation is required.

d) Would the project 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?

No Impact. The Cortese List in its current form consists of several databases including: the list of Hazardous Waste and Substances sites from DTSC's EnviroStor database (pursuant to subsection 65962.5.A); the list of Leaking Underground Storage Tank Sites from the State Water Board's GeoTracker database (pursuant to subsection 65962.5.B); the list of solid waste disposal sites identified by the Water Board (pursuant to subsection 65962.5.C); the list of active Cease and Desist Orders and Abatement Orders that do not concern the discharge of wastes that are hazardous materials; and the list of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code (CalEPA 2026).

According to the Phase I report, the Project site is not included on a list of hazardous material sites compiled pursuant to California Government Code Section 65962.5 (Partner 2024). Therefore, the Project does not have the potential to create a significant hazard to the public or the environment due to presence of an existing hazardous materials site identified on the Cortese List. No impact would occur, and no mitigation is required.

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 for people residing or working in the project area?

No Impact. The Project site is not located within two miles of a public or public use airport. The two closest airports to the Project site are the Hollywood Burbank Airport, located approximately 14.4 miles southeast of the Project site, and the Agua Dulce Airport, located 16.5 miles northeast of the Project site. As a result, no impact related to this threshold would occur.

f) Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. During construction activities, all construction staging areas would occur on-site and would be prohibited to occur on the street or within the public right-of-way. The Project would likely close lanes and temporarily alter traffic patterns along The Old Road during construction. However, the Project would not completely close The Old Road at any point. The Project would comply with all conditions set forth in the required Project specific Traffic Control Plan (TCP), which would be reviewed and approved by the County prior to initiation of construction activities. Therefore, with implementation of the required TCP, the temporary closure of lanes along The Old Road would not result in a significant interference of emergency evacuation routes.

In the long-term, the Project would provide access to The Old Road through two driveways located along the northeast side of the street. These driveways would comply with Los Angeles County Fire Department and County requirements including adequate fire vehicle access and would be utilized for emergency evacuation of the site. Operationally, the Project would not affect emergency response or emergency evacuation of adjacent land uses. Therefore, the Project would have less than significant impacts regarding interference with emergency response or evacuation plans during construction and operation, and no mitigation is required.

g) Would the project expose people or structures 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?

Less than Significant Impact. According to CAL FIRE, the Project site is located in a State Responsibility Area (SRA) as well as within a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE 2024). Access (ingress) to the Project site would be provided by a 28-foot-wide driveway installed along the southwest portion of the site, while egress would be provided

by a 20-foot-wide driveway located within the southeast corner of the Project site. All access points would be required to adhere to County Fire requirements and regulations specified in the County zoning ordinance pertaining to site access. Driveway design and sight distance would be subject to approval by the County Public Works Department. As a result, the potential impacts are considered to be less than significant.

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

Less than Significant Impact. The proposed Project would be connected to water lines located along The Old Road. In addition, the Project Applicant would be required to adhere to Section 20.16.060 of the County Code, which identifies minimum fire flow and fire hydrant requirements. The Project Applicant would be required to demonstrate adequate fire flow to the fire chief or fire marshal in order to obtain a Certificate of Occupancy. In addition, the Project would also comply with the County Fire Code. As a result, potential impacts would be less than significant and no mitigation is required.

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

Less than Significant Impact. The Project is located in close proximity to a single-family residence, which abuts the site to the northwest; a United States Post Office, located southwest of the site along the south side of The Old Road; and the Church of the Nazarene and Learn Beyond the Book, located to the southeast of the site along the south side of The Old Road. None of these land uses possess a unique risk for dangerous fire hazard nor do these uses engage in activities that would increase risk of fire hazard. Nevertheless, the Project site is located close to multiple parks and open space areas that are located within the VHFHSZ. The Project would be constructed in accordance with the updated 2025 Fire Code and all pertinent County Code requirements. As a result, less than significant impacts would occur.

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

Less than Significant Impact. As stated in Threshold 4.9(g)(iii), the Project would be constructed in accordance with the updated 2025 Fire Code and all pertinent County Code requirements, including such requirements mandating minimum fire flow, fire-rated construction, automatic fire suppression, and adequate emergency access. Furthermore, the Project consists of a self-storage facility, which does not constitute a land use that possesses a unique or increased risk for dangerous fire hazard through the introduction of ignition sources, combustible materials, or hazardous operations. Such land uses include:

- Industrial uses involving combustible or flammable materials, such as chemical manufacturing or processing; petroleum storage, refining, or distribution; bulk fuel storage; or paint, solvent, or adhesive manufacturing.

- Facilities involving open flame or high-heat processes, such as biomass energy facilities; lumber yards, sawmills, and woodworking plants; metal foundries or glass manufacturing; or facilities involving welding, forging, or kilns.
- Agricultural burning and biomass handling, such as prescribed or pile burning operations, agricultural processing facilities handling organic dry matter, or composting or green waste facilities.

Since the Project would be a passive, a low-risk facility (there would be no manufacturing, processing, fuel handling, or combustion activities), potential impacts would be less than significant and no mitigation is required.

4.10 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?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of 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?**	☐	☐	☒	☐
(ii) Substantially increase the rate, amount, or depth of surface runoff in a manner which would result in flooding on- or offsite?	☐	☐	☒	☐
(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?	☐	☐	☒	☐
(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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
e) Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84)?	☐	☐	☒	☐
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)?	☐	☐	☒	☐
g) Be located in flood hazard, tsunami, or seiche zones, risking release of pollutants due to project inundation?	☐	☐	☒	☐

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
h) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Impact Analysis

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less than Significant Impact.

Short-Term Construction-Related Water Quality Impacts

Potential impacts of construction activities on water quality focus on sediments, turbidity, and pollutants associated with sediments. Construction-related activities that are primarily responsible for sediment releases are related to exposing soils to potential mobilization by rainfall, runoff, and wind. These activities include grading and other earth-disturbance activities. Non-sediment-related pollutants that are also of concern during construction include waste construction materials and chemicals, liquid products, and petroleum products used in building construction or the maintenance of heavy equipment. Construction impacts from implementation of the Project would be minimized through compliance with the Statewide General Construction Permit. This permit requires the development and implementation of a SWPPP for the proposed Project site, which must include erosion- and sediment-control BMPs that meet or exceed measures required by the NPDES Construction General Permit, as well as BMPs that control the other potential construction-related pollutants. A SWPPP would be developed, as required by and in compliance with, the NPDES Construction General Permit. Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. The NPDES Construction General Permit requires the SWPPP to include BMPs to be selected and implemented based on the phase of construction and weather conditions. BMPs can be divided into two categories—structural and non-structural BMPs. Structural BMPs include silt fences, sedimentation ponds, erosion control blankets, and temporary or permanent seeding, while non-structural BMPs include picking up trash and debris, sweeping up nearby sidewalks and streets, maintaining equipment, and training site staff on erosion and sediment control practices. The term BMPs is used broadly and includes both structural and non-structural controls and practices.

The SWPPP would be designed and implemented to address site-specific conditions related to Project construction. The SWPPP would identify and describe the sources of sediment and other pollutants that may affect the quality of storm water discharges; it would also ensure the implementation and maintenance of BMPs to reduce or eliminate sediment, pollutants adhering to sediment, and other non-sediment pollutants in storm water and non-storm

water discharges. The BMPs that would be included in the SWPPP are described below. As shown in the erosion and sediment control plan, the Project would incorporate various erosion- and sediment-control BMPs including the following shown in Table 4.10-1, Construction BMPs:

TABLE 4.10-1
CONSTRUCTION BMPS

Erosion Control BMPs	Equipment Tracking Control
Scheduling	Stabilized Construction Entrance/Exit
Preservation Of Existing Vegetation	Stabilized Construction Roadway
Hydraulic Mulch	Entrance/Outlet Tire Wash
Hydroseeding	**Non-Stormwater Management**
Soil Binders	Water Conservation Practices
Straw Mulch	Dewatering Operations
Geotextiles and Mats	Paving and Grinding Operations
Wood Mulching	Temporary Stream Crossing
Earth Dikes And Drainage Swales	Clear Water Diversion
Velocity Dissipation Devices	Illicit Connection/Discharge
Slope Drains	Potable Water/Irrigation
Streambank Stabilization	Vehicle And Equipment Cleaning
Reserved	Vehicle And Equipment Fueling
Compost Blankets	Vehicle And Equipment Maintenance
Soil Preparation/Roughening	Pile Driving Operations
Non-Vegetated Stabilization	Concrete Curing
Temporary Sediment Control	Concrete Finishing
Silt Fence	Material And Equipment Use
Sediment Basin	Grading Adjacent To Water
Sediment Trap	Temporary Batch Plants
Check Dam	**Waste Management & Material Pollution Control**
Fiber Rolls	Material Delivery And Storage
Gravel Bag Berm	Material Use
Street Sweeping And Vacuuming	Stockpile Management
Sand Bag Barrier	Spill Prevention And Control
Straw Bale Barrier	Solid Waste Management
Storm Drain Inlet Protection	Hazardous Waste Management
Active Treatment Systems	Contamination Soil Management
Temporary Silt Dike	Concrete Waste Management
Compost Socks And Berms	Sanitary/Septic Waste Management
Biofilter Bags	Liquid Waste Management
Wind Erosion Control	
Wind Erosion Control	

These BMPs would be implemented during the Project's construction phase in accordance with Sections 18.80.450 and 12.80.510 of the County Code. Implementation of the aforementioned BMPs would ensure impacts generated during Project construction would remain at levels that are less than significant.

Long-Term Operational Water Quality Impacts

The Project Applicant would be required to comply with Sections 18.80.470, 18.80.520, 18.80.530, and 18.80.540, along with all relevant sections of Chapter 12.84 – Low Impact Development Standards. The Project Applicant would be required to implement the requirements of the County's 2014 LID Standards Manual. Ultimately, the Project Applicant must submit a comprehensive LID Plan and analysis demonstrating compliance with the LID Standards Manual (which also constitutes compliance with the November 2013 LID Ordinance) for review and approval by the Director of Public Works.

A Storm drain and LID Plan dated November 5, 2024, have been prepared in accordance with Chapter 12.84 of the County Code. According to the Plan, the Project would include various operational BMPs including:

- PVC storm drains;
- a 24 inch by 24-inch Brooks area drain (or another similar device);
- a 3 inch by 17-inch Curb-O-Let hub pipe;
- a 6-inch drainage pop-up emitter for overflow;
- a 4-inch perforated PVC subdrain;
- a 4-inch curb drain with Case II inlet;
- an atrium drain;
- a Filterra Bioscape biofiltration system with a 22-foot by eight-foot vault;
- a storm drain to overflow and daylight into the adjacent flood control channel;
- a cleanout structure; and,
- a PVC pipe that would penetrate the new retaining wall and discharge runoff into the adjacent channel.

Stormwater runoff would be captured from multiple points within the Project site. Runoff would be captured by three area drains (one located within the northeast corner of the site, one located along the southwest side of the self-storage facility, and one located south of the self-storage facility), two 4-inch curb drains with case II inlets located along the south side of the biofiltration vault, and an atrium drain located along the site's southwest frontage with The Old Road. Runoff captured by the area drain located in the northeast corner of the site would be conveyed to the biofiltration vault through the 3 inch by 17-inch Curb-O-Let hub pipe, while runoff captured by the area drain located along the southwest side of the self-storage facility would be conveyed to the biofiltration vault through a PVC storm drain. Lastly, runoff captured by the final area drain would be conveyed through the 4-inch

perforated PVC subdrain and discharged into the adjacent flood control channel. Excessive runoff would be released through a 6-inch drainage pop-up emitter to prevent back-up issues within the biofiltration vault.

Stormwater runoff would enter the Filterra system and flow through a specially designed filter media mixture contained in a landscaped concrete container. The filter media captures and immobilizes pollutants; those pollutants are then decomposed, volatilized, and incorporated into the biomass of the Filterra system's micro/macro fauna and flora. Stormwater runoff flows through the media and into an underdrain system at the bottom of the container, where the treated water is conveyed through an 8-inch storm drain and ultimately discharged into the adjacent channel (Contech Engineered Solutions 2026).

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

Less than Significant Impact. The Project would be connected to water lines located along The Old Road and would not directly draw from local groundwater supplies. In addition, the Project Applicant would install the stormwater infrastructure identified in the previous discussion. These improvements would not affect any local groundwater supplies, as these improvements would filter out contaminants of concern and result in the discharge of filtered water into the adjacent flood control channel. As a result, potential impacts are considered to be less than significant and no mitigation is required.

c) Would the project 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?

Less than Significant Impact. The Project's implementation would not alter the site's drainage patterns, nor would the Project alter the course of the adjacent flood control channel. Runoff would continue to be discharged into the adjacent channel. However, runoff would flow through the biofiltration system that would filter out various contaminants. The aforementioned stormwater improvements, including the biofiltration system, would control the flow of runoff generated on-site, thereby preventing the discharge of runoff off-site that would result in erosion or siltation. Furthermore, the site slopes down into the adjacent channel. Runoff would not flow upslope off-site into The Old Road. As a result, potential impacts would be less than significant and no mitigation is required.

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

Less than Significant Impact. As stated previously, the Project site would not substantially alter the site's existing drainage pattern, nor would the Project alter the course of the adjacent flood control channel. While the Project would result in an increase in the amount

of impervious surfaces present on-site, the increase in the amount of impervious surfaces would not result in an increase in the amount of surface runoff that would result in on- or off-site flooding. The inclusion of the stormwater infrastructure noted above would control the flow and discharge of runoff into the adjacent channel. Devices such as the six-inch drainage pop-up emitter would be installed to prevent the back-up of runoff within the biofiltration vault. Excessive runoff would flow out of the drainage pop-up emitter and would be absorbed by the surrounding pervious surfaces. Therefore, potential impacts would be less than significant with the incorporation of the aforementioned stormwater infrastructure and no mitigation would be required.

(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?

Less than Significant Impact. As stated previously, the Project would incorporate various stormwater improvements that would control the flow and discharge of runoff generated on-site as well as filter out any contaminants of concern through the use of a biofiltration system. In addition, the adjacent flood control channel typically carries a low volume of water and would have capacity to handle additional water generated on-site during a rainstorm event. As a result, potential impacts would be less than significant and no mitigation is required.

(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?

No Impact. The proposed Project consists of a self-storage facility; there are no residential uses proposed as part of the Project. According to the Federal Emergency Management Agency (FEMA) the northeast portion of the site is located within Flood Zone A (FEMA 2025). Flood Zone A is a special flood hazard area designation by FEMA. These areas have a one percent annual chance of flooding. This flood event is also called a 100-year flood. In addition, portions of the self-storage facility would be situated within Flood Zone A, though the facility would not encroach into the adjacent flood control channel. The Project would incorporate various stormwater infrastructure that would discharge runoff into the adjacent channel. While portions of the Project would be located within a 100-year flood hazard area, the Project would not impede or redirect flood flows as the self-storage facility would not encroach on the aforementioned channel. Furthermore, runoff would continue to be directed into the channel. Therefore, the project would have no impact.

d) Would the project 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?

Less than Significant Impact. As stated previously, portions of the Project site (specifically, the northeast portion) are located within FEMA Flood Zone A. Since portions of the property are located within Flood Zone A, the future property owner would be required to obtain flood

insurance. In addition, the Project Applicant would be required to adhere to the regulations stipulated in Title 44, Chapter I, Subchapter B, Part 60, Subpart A, Section 60.3 of the Federal Code of Regulations. An example of such regulations includes paragraph (a)(3), which states:

> "Review all permit applications to determine whether proposed building sites will be reasonably safe from flooding. If a proposed building site is in a flood-prone area, all new construction and substantial improvements shall:
>
> - be designed (or modified) and adequately anchored to prevent flotation, collapse, or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads, including the effects of buoyancy,
> - be constructed with materials resistant to flood damage,
> - be constructed by methods and practices that minimize flood damages, and
> - be constructed with electrical, heating, ventilation, plumbing, and air conditioning equipment and other service facilities that are designed and/or located so as to prevent water from entering or accumulating within the components during conditions of flooding."

Adherence to the requirements specified above would ensure impacts resulting from a 100-year flood would remain at levels that are less than significant. Therefore, no mitigation measures are required.

e) Would the project conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84)?

Less than Significant Impact. The Project would be in compliance with the County's LID ordinance. The Project would include the installation of a biofiltration system that would filter out contaminants from surface runoff as well as control the flow and discharge of runoff into the adjacent channel. As a result, potential impacts would be less than significant and no mitigation is required.

f) Would the project 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)?

Less than Significant Impact. The Project site abuts a flood control channel (South Fork Santa Clara River) to the southwest. The Project would include stormwater infrastructure that would convey surface runoff into the aforementioned channel. The stormwater infrastructure that was selected for use by Project engineers would be suitable given the conditions present within and around the Project site. As a result, less than significant impacts would occur and no mitigation is required.

g) Would the project be located in flood hazard, tsunami, or seiche zones, risking release of pollutants due to project inundation?

Less than Significant Impact. The Project would not place a structure within an area subject to inundation by seiche, tsunami, or mudflow. A seiche is referred to as a standing wave oscillating in an enclosed or semi-enclosed body of water (NOAA 2024). The lack of water in the South Fork Santa Clara River restricts the occurrence of seiches. In addition, the Project site is located approximately 22 miles to the north of the Pacific Ocean and would therefore not be subject to tsunamis. Lastly, the Project site is not located within a landslide risk zone and would therefore not be affected by mudflow. As a result, potential impacts would be less than significant and no mitigation is required.

h) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact. Governor Edmund G. Brown signed into law the Sustainable Groundwater Management Act (SGMA) on September 16, 2014, which is comprised of three bills: AB-1739, SB-1168, and SB-1319. The SGMA requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans (DWR 2026a). The Newhall community is not located within a high or medium priority basin (DWR 2026b). Therefore, the City is not subject to a groundwater management plan. As stated throughout this section, the Project Applicant would be required to prepare a SWPPP and LID plan in order to comply with the County Code as well as with the provisions established under the federal Clean Water Act. The inclusion of the recommended BMPs would ensure impacts to water quality remain at levels that are considered to be less than significant.

4.11 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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
c) Conflict with Hillside Management criteria, Significant Ecological Areas conformance criteria, or other applicable land use criteria?	☐	☐	☐	☒

Impact Analysis

a) Would the project physically divide an established community?

No Impact. The issue is specifically concerned with the expansion of an inconsistent land use into an established community assuming that an "established community" refers to a residential neighborhood. The Project would have a significant environmental impact if it were developed in such a way that it created a physical barrier to or within an established community, such as the creation of a highway or utility corridor through an existing community that would restrict travel and not promote connections through a bisected area. The proposed Project would be confined within the Project site's boundaries and the Project would not extend into nearby residential neighborhoods, such as those identified in the Project Location and Environmental Setting section. As a result, the Project's implementation would not lead to any division of an existing established neighborhood and no impacts would occur.

b) Would the project 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?

Less than Significant Impact. The Project site is situated within an unincorporated portion of Los Angeles County, specifically within the Newhall community. Therefore, the Project is subject to the policies outlined in the County General Plan. The Project site is located outside of the Newhall Ranch Specific Plan planning area; thus, the Project is not under the jurisdiction of the aforementioned Specific Plan. The Project site's General Plan Land Use designation is Light Industrial, which permits various light industrial uses, including light manufacturing, assembly, warehousing and distribution (Los Angeles County 2025). The Project's conformity with applicable County General Plan goals and policies is demonstrated below in Table 4.11-1, General Plan Land Use Consistency.

TABLE 4.11-1
GENERAL PLAN LAND USE CONSISTENCY

Land Use Element	
General Plan Goals and Policies	**Project Consistency**
Goal LU 3: A development pattern that discourages sprawl, and protects and conserves areas with natural resources and SEAs.	
Policy LU 3.3: Discourage development in undeveloped areas where infrastructure and public services do not exist, or where no major infrastructure projects are planned, such as state and/or federal highways.	**Consistent.** While the Project site is situated within a rural portion of the Newhall community, the site and its surroundings are developed with various land uses and infrastructure. Adjacent land uses include non-conforming residential units, a United States Post Office, a church, and another self-storage facility located further north. The Old Road extends along the Project site's southwest boundary in a northwest to southeast orientation, while a flood control channel extends along the Project site's northeast boundary. Furthermore, I-5 is located approximately 130 feet northeast of the Project site. Various utility lines extend along The Old Road, including water, gas, telecommunications, storm drains, and power lines. The proposed Project would connect to these existing utility lines and would utilize the adjacent flood control channel to convey stormwater runoff not impounded on-site.
Goal LU 4: Infill development and redevelopment that strengthens and enhances communities.	
Policy LU 4.1: Encourage infill development in urban and suburban areas on vacant, underutilized, and/or brownfield sites.	**Consistent.** The Project consists of infill industrial development located on a parcel that is currently unoccupied.
Goal LU 10: Well-designed and healthy places that support a diversity of built environments.	
Policy LU 10.2: Design development adjacent to natural features in a sensitive manner to complement the natural environment.	**Consistent.** The Project site abuts the South Fork Santa Clara River to the southwest. In addition, the Project site currently contains 18 coast live oak trees. The Project would require the removal of seven oak trees. The Applicant would mitigate the loss of the remaining oak trees by planting new oak trees within a 2.5-acre area located on the north side of the Project site, establishing a plan to restore an off-site degraded oak woodland in the vicinity, or thought the payment of an in-lieu fee based on the value of the oak resource lost because of the Project. This in-lieu fee would go to a special fund for the purpose of restoring oak woodlands (Tree Care Consultants 2025).

TABLE 4.11-1
GENERAL PLAN LAND USE CONSISTENCY

Land Use Element	
General Plan Goals and Policies	**Project Consistency**
Policy LU 10.3: Consider the built environment of the surrounding area and location in the design and scale of new or remodeled buildings, architectural styles, and reflect appropriate features such as massing, materials, color, detailing or ornament.	**Consistent.** The Project would be consistent with the height limitations, setback requirements, Floor Area Ratio (FAR), and lot coverage standards imposed on development within M-1 zoned properties. Therefore, the Project's massing would not overwhelm the surrounding area as the Project would occupy less space than permitted under the County Zoning Code. In addition, the Project would be of modern architecture and would feature neutral tones such as white and gray. The self-storage facility's exterior would consist of concrete masonry, stucco, horizontal metal panels, and glass. In addition, a metal canopy would extend atop the office.
Policy LU 10.4: Promote environmentally-sensitive and sustainable design.	**Consistent.** The Project would conform to the latest Title 24 Energy Code and California Green Building Code requirements. The Project would include areas designated for roof-top solar, a LID biofiltration system, and 16,448 SF of landscaping. In addition, the Project would retain 10 existing coast live oak trees and the Project Applicant would mitigate the loss of seven trees whose removal is required to accommodate the Project.
Goal LU 11: Development that utilize sustainable design techniques.	
Policy LU 11.1: Encourage new development to employ sustainable energy practices, such as utilizing passive solar techniques and/or active solar technologies.	**Consistent.** The Project would designated areas for future solar panels. These areas would be situated on the building's roof and would be screened from public view.
Policy LU 11.4: Encourage subdivisions to utilize sustainable design practices, such as maximizing energy efficiency through lot configuration; preventing habitat fragmentation; promoting stormwater retention; promoting the localized production of energy; promoting water conservation and reuse; maximizing interconnectivity; and utilizing public transit.	**Consistent**. The Project would include the installation of a biofiltration system located within the northeast corner of the Project site. In addition, the Project would preserve a total of 10 coast live oak trees scattered throughout the site.
Policy LU 11.7: Encourage the use of design techniques to conserve natural resource areas.	**Consistent.** The Project would retain, as much as possible, the coast live oak trees located on-site. Up to 10 coast live oak trees would be preserved, while seven would be removed to accommodate the Project. Nevertheless, the Applicant would be required to implement the mitigation identified in the Biological Resources Section. This mitigation would ameliorate the impacts caused by the removal of seven coast live oak trees.

TABLE 4.11-1
GENERAL PLAN LAND USE CONSISTENCY

Land Use Element	
General Plan Goals and Policies	**Project Consistency**
Mobility Element	
Goal M 2: Interconnected and safe bicycle- and pedestrian-friendly streets, sidewalks, paths and trails that promote active transportation and transit use.	
Policy M 2.9: Encourage the planting of trees along streets and other forms of landscaping to enliven streetscapes by blending natural features with built features.	**Consistent.** The Project would include the planting of landscape along the Project site's frontage with The Old Road. In addition, the Project Applicant would preserve the coast live oak trees located along the Project site's southwestern property line.
Air Quality Element	
Goal AQ 2: The reduction of air pollution and mobile source emissions through coordinated land use, transportation and air quality planning.	
Policy AQ 2.3: Support the conservation of natural resources and vegetation to reduce and mitigate air pollution impacts.	**Consistent.** The Project would include the installation of a biofiltration system in order to allow for groundwater recharge during rainstorm events. In addition, the Project would retain up to 10 existing coast live oak trees located throughout the Project site. The Project Applicant would be required to mitigate the loss of seven coast live oak trees by planting new trees, establishing a plan to revitalize existing off-site oak woodlands, or by paying an in-lieu fee.
Goal AQ 3: Address the impacts of climate change and reduce greenhouse gas emissions through climate action and mitigation.	
Policy AQ 3.6: Support local solar power generation on new and existing buildings and parking lots.	**Consistent**. The Project would include a solar-ready roof in accordance with California Energy Commission requirements (California Energy Code Section 110.10).
Conservation and Natural Resources Element	
Goal C/NR 4: Conserved and sustainably managed woodlands.	
Policy C/NR 4.1: Preserve and restore oak woodlands and other native woodlands that are conserved in perpetuity with a goal of no net loss of existing woodlands.	**Consistent**. The Project would preserve 10 out of 18 existing coast live oak trees located on-site. The Project Applicant would mitigate the loss of seven coast live oak trees by planting new trees within a 2.5-acre area north of the Project site, establishing a plan to revitalize existing oak woodlands located off-site, or by paying an in-lieu fee.
Goal C/NR 5: Protected and useable local surface water resources.	
Policy C/NR 5.1: Support the LID philosophy, which seeks to plan and design public and private development with hydrologic sensitivity, including limits to straightening and channelizing natural flow paths, removal of vegetative cover, compaction of soils, and distribution of naturalistic BMPs at regional, neighborhood, and parcel-level scales.	**Consistent**. The Project would include the installation of a biofiltration system within the northeast corner of the Project site. This biofiltration system would filter out contaminants and would facilitate the percolation of filtered stormwater runoff. The use of a biofiltration system may result in the recharge of local groundwater resources.

TABLE 4.11-1
GENERAL PLAN LAND USE CONSISTENCY

Land Use Element	
General Plan Goals and Policies	**Project Consistency**
Policy C/NR 5.2: Require compliance by all County departments with adopted Municipal Separate Storm Sewer System (MS4), General Construction, and point source NPDES permits.	**Consistent**. The Project would comply with all NPDES and LID requirements during Project construction and operation as stated in the Hydrology Section.
Goal C/NR 6: Protected and usable local groundwater resources.	
Policy C/NR 6.1: Support the LID philosophy, which incorporates distributed, post-construction parcel-level stormwater infiltration as part of new development.	**Consistent**. The Project would incorporate LID technology, such as a biofiltration system that would be located within the northeast corner of the Project site.
Policy C/NR 6.5: Prevent stormwater infiltration where inappropriate and unsafe, such as in areas with high seasonal groundwater, on hazardous slopes, within 100 feet of drinking water wells, and in contaminated soils.	**Consistent**. Project engineers have determined that the Project site is suitable for biofiltration.
Goal C/NR 8: Productive farmland that is protected for local food production, open space, public health, and the local economy.	
Policy C/NR 8.1: Protect ARAs, and other land identified as Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance by the California Department of Conservation, from encroaching development and discourage incompatible adjacent land uses.	**Consistent**. The Project site is not located within an ARA. Furthermore, the Project site is devoid of prime farmland, farmland of statewide importance, unique farmland, and farmland of local importance. Lastly, the surrounding properties do not contain agricultural uses or activities.
Goal C/NR 12: Sustainable management of renewable and non-renewable energy resources	
Policy C/NR 12.1: Encourage the production and use of renewable energy resources.	**Consistent**. The Project would be equipped with a solar-ready roof.
Goal C/NR 13: Protected visual and scenic resources.	
Policy C/NR 13.3: Reduce light trespass, light pollution and other threats to scenic resources.	**Consistent**. The Project would conform to all applicable lighting standards outlined in the County Code and discussed in the Aesthetics Section.
Policy C/NR 13.4: Encourage developments to be designed to create a consistent visual relationship with the natural terrain and vegetation.	**Consistent**. The Project would retain 10 of the 18 existing coast live oak trees located on-site. In addition, the Project would include 16,448 SF of landscaping planted along the Project site's perimeter.
Goal C/NR 14: Protected historic, cultural, and paleontological resources.	
Policy C/NR 14.1: Mitigate all impacts from new development on or adjacent to historic, cultural, and paleontological resources to the greatest extent feasible.	**Consistent**. Sensitive cultural and/or tribal cultural may be located on-site due to the presence of the South Fork Santa Clara River. Nevertheless, mitigation has been proposed in the Cultural and Tribal Cultural Resources sections that would mitigate to the extent feasible, the loss of cultural and/or tribal cultural resources.

TABLE 4.11-1
GENERAL PLAN LAND USE CONSISTENCY

Land Use Element	
General Plan Goals and Policies	**Project Consistency**
Policy C/NR 14.4: Ensure proper notification procedures to Native American tribes in accordance with Senate Bill 18 (2004).	**Consistent**. Outreach to local tribes was undertaken as part of this Project. Native American outreach was undertaken from April 14, 2026, to April 29, 2026, pursuant to SB 18 and AB 52.
Noise Element	
Goal N 1: The reduction of excessive noise impacts.	
Policy N 1.2: Reduce exposure to noise impacts by promoting land use compatibility**.**	**Consistent.** The Project involves the construction of a self-storage facility within an existing M-1 zoned parcel. The Project would therefore not result in the introduction of a noise sensitive land use within a property that is zoned for non-noise sensitive land uses.
Safety Element	
Goal S 1: An effective regulatory system that prevents or minimizes personal injury, loss of life and property damage due to seismic and geotechnical hazards.	
Policy S 1.1: Discourage development in Seismic Hazard and Alquist-Priolo Earthquake Fault Zones.	**Consistent.** The proposed Project does occur within a fault zone; however, the Project consists of infill industrial development only and would not encourage housing or other development within the Project area.
Goal S 3: An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to flood and inundation hazards.	
Policy S 3.6: Infiltrate development runoff on-site, where feasible, to preserve or restore the natural hydrologic cycle and minimize increases in stormwater or dry weather flows.	**Consistent.** The Project would include the installation of a biofiltration system within the northeast corner of the Project site.
Goal S 4: An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to fire hazards.	
Policy S 4.5: Encourage the use of climate-adapted plants that are compatible with the area's natural vegetative habitats.	**Consistent.** The landscaping that would be planted would consist of drought-tolerant vegetation that would be compatible with nearby oak woodlands.
Policy S 4.10: Encourage the planting of native oaks in strategic locations and near existing oak woodlands, including those to be mapped in the Oak Woodlands Conservation Management Plan, to protect developments from wildfires, as well as to lessen fire risk associated with developments.	**Consistent.** The removal of seven coast live oak trees on-site to accommodate the Project would require mitigation in the form of planting new oak trees within a 2.5-acre area north of the site, the establishment of a plan to plant new oak trees and restore oak woodlands off-site, or the payment of an in-lieu fee.
Goal S 5: An effective regulatory system that prevents or minimizes personal injury, loss of life, and property damage due to extreme heat and drought impacts.	
Policy S 5.10: Protect and improve local groundwater quality and supply to increase opportunities for use as a potable water source during drought periods.	**Consistent.** The Project would include the installation of a biofiltration system located in the northeast corner of the Project site.

TABLE 4.11-1
GENERAL PLAN LAND USE CONSISTENCY

Land Use Element	
General Plan Goals and Policies	**Project Consistency**
Policy S 5.13: Encourage the use of drought tolerant landscaping in new developments to reduce reliance on potable and recycled water resources.	**Consistent.** The Project would include the planting of drought-tolerant landscaping.
Goal S 7: Effective County emergency response management capabilities.	
Policy S 7.2: Support County emergency providers in reaching their response time goals.	**Consistent.** The Project Applicant would be required to pay all applicable development impact fees to off-set any increase in the use of emergency services.
Policy S 7.5: Ensure that there are adequate resources, such as sheriff and fire services, for emergency response.	**Consistent.** The Project Applicant would be required to pay all applicable development impact fees to off-set any increase in the use of emergency services.
Public Services and Facilities Element	
Goal PS/F 1: A coordinated, reliable, and equitable network of public facilities that preserves resources, ensures public health and safety, and keeps pace with planned development.	
Policy PS/F 1.2: Ensure that adequate services and facilities are provided in conjunction with development through phasing or other mechanisms.	**Consistent.** As part of this Project, contact was made between the Project team and various service providers to ensure adequate availability and provision of various public services and utilities, such as water, gas, electricity, and telecommunications.
Goal PS/F 2: Increased water conservation efforts.	
Policy PS/F 2.1: Support water conservation measures.	**Consistent.** The Project would comply with all California Green Building Code requirements as they relate to water conservation.
Goal PS/F 3: Increased local water supplies through the use of new technologies**.**	
Policy PS/F 3.2: Support the increased production, distribution and use of recycled water, gray water, and rainwater harvesting to provide for groundwater recharge, seawater intrusion barrier injection, irrigation, industrial processes and other beneficial uses.	**Consistent.** The Project would include the installation of a biofiltration system which would promote the percolation of filtered stormwater runoff into the ground.
Goal PS/F 4: Reliable sewer and urban runoff conveyance treatment systems.	
Policy PS/F 4.1: Encourage the planning and continued development of efficient countywide sewer conveyance treatment systems.	**Consistent.** The Project construct a new Onsite Wastewater Treatment System (OWTS) and proposed leach field.
Policy PS/F 4.4: Evaluate the potential for treating stormwater runoff in wastewater management systems or through other similar systems and methods.	**Consistent.** The Project would include the installation of a biofiltration system that would filter out various contaminants from stormwater runoff prior to the percolation of runoff into the ground.
Goal PS/F 5: Adequate disposal capacity and minimal waste and pollution.	
Policy PS/F 5.5: Reduce the County's waste stream by minimizing waste generation and enhancing diversion.	**Consistent.** The Project would comply with all local and State regulations governing waste reduction and diversion.

TABLE 4.11-1
GENERAL PLAN LAND USE CONSISTENCY

Land Use Element	
General Plan Goals and Policies	**Project Consistency**
Policy PS/F 5.7: Encourage the recycling of construction and demolition debris generated by public and private projects.	**Consistent.** The Project would comply with all local and State regulations governing waste reduction and diversion.
Policy PS/F 5.8: Ensure adequate and regular waste and recycling collection services.	**Consistent.** The Project team has coordinated with waste collection service providers to ensure adequate capacity to accommodate an increase in demand facilitated by the Project's construction and operation.
Goal PS/F 6: A County with adequate public utilities.	
Policy PS/F 6.6: Encourage the construction of utilities underground, where feasible.	**Consistent.** All utility lines and connections would be constructed underground.
Policy PS/F 6.8: Encourage projects that incorporate onsite renewable energy systems.	**Consistent.** The Project would incorporate a solar-ready roof in order to comply with the latest Title 24 requirements.
Economic Development Element	
Goal ED 2: Land use practices and regulations that foster economic development and growth.	
Policy ED 2.1: Protect industrial lands, especially within Employment Protection Districts, from conversion to non-industrial uses.	**Consistent.** The Project would involve the construction of a self-storage facility, which is permitted within the M-1 with the approval of a ministerial site plan review. No zone change or general plan amendment is required and no non-industrial uses would be constructed on-site.
Policy ED 2.7: Incentivize economic development and growth along existing transportation corridors and in urbanized areas.	**Consistent.** The Project site occupies the frontage along the northeast side of The Old Road. In addition, the Project site is located approximately 130 feet southwest of I-5.
Goal ED 4: Enhanced revitalization activities.	
Policy ED 4.4: Incentivize infill development in urban and suburban areas that revitalize underutilized commercial and industrial areas.	**Consistent.** The Project involves the construction of infill industrial development within a parcel that is unoccupied. Furthermore, the Project site is currently zoned M-1 and has a General Plan land use designation of Light Industrial.

As shown in Table 4.11-1 presented above, the proposed Project would not conflict with goals and policies outlined in the County General Plan. As a result, potential impacts are considered to be less than significant and no mitigation is required.

c) Would the project conflict with Hillside Management criteria, Significant Ecological Areas conformance criteria, or other applicable land use criteria?

No Impact. The Project site is not subject to Hillside Management criteria as the Project site is not located within a Hillside Management Area (HMA). According to Section 22.08.080 of the County Code, a HMA includes any portion of a lot or parcel of land which contains terrain with a natural slope gradient of 25 percent or steeper. Additionally, the site is not subject to

Significant Ecological Areas conformance criteria as the Project site is not located within an SEA. As a result, no impacts would occur and no mitigation is required.

4.12 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Impact Analysis

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

No Impact. As stated in Chapter 9: Conservation and Natural Resources Element of the Los Angeles County General Plan, mineral resources include existing surface mining activities and known deposits of commercially viable minerals and aggregate resources, as well as areas suitable for the drilling for and production of energy resources, including crude oil and natural gas (Los Angeles County 2015). Mineral resource zones and oil and gas resources are identified in Figure 9.6 of the Conservation and Natural Resources Element. As shown in Figure 9.6, the Project site does not contain any mineral resource zones or oil and gas resources (Los Angeles County 2015). As mandated by the Surface Mining and Reclamation Act of 1975 (SMARA), the California State Mining and Geology Board (SMGB) classifies California mineral resources with the Mineral Resource Zones (MRZs) system. These zones have been established based on the presence or absence of significant sand and gravel deposits and crushed rock source areas (i.e., products used in the production of cement). The classification system emphasizes Portland cement concrete aggregate, which is subject to a series of specifications to ensure the manufacture of strong, durable concrete. The following guidelines are presented in SMARA's mineral land classification for the Project region (DOC 2025a):

- MRZ-1 – Areas where adequate geologic information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- MRZ-2 – Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that there is a high likelihood for their presence.

- MRZ-3 – Areas containing mineral deposits, the significance of which cannot be evaluated from available data.
- MRZ-4 – Areas where available information is inadequate for assignment to any other MRZ.

As shown in the State Department of Conservation's Updated Mineral Resource Zones for Portland Cement Concrete Aggregate in the San Fernando Valley and Saugus-Newhall Production-Consumption Regions map, the Project site is located on land designated MRZ-3 (DOC 2021). A review of the California Division of Oil, Gas, and Geothermal Resources (DOGGR) well finder indicates that there are no oil wells located within the Project site (CalGEM 2026). Lastly, there are no mines located on-site (DMR 2016). As a result, the Project would result in no impact related to the loss of available mineral resources, and no mitigation measures are required.

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

No Impact. As stated previously, the Project site does not contain mineral resource zones or oil and gas resources according to Figure 9.6 of the County's General Plan. The Project site is located within MRZ-3, which pertains to those areas containing mineral deposits, the significance of which cannot be evaluated from available data. In addition, there are no active mining operations occurring on-site. Furthermore, no rare minerals or building materials would be used in the Project's construction. Therefore, no impacts would result from the implementation of the proposed Project and no mitigation measures are required.

4.13 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?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
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?	☐	☐	☐	☒

Noise and Vibration Basics and Terminology

Noise

"Sound" is a vibratory disturbance created by a moving or vibrating source and is capable of being detected. "Noise" is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance; interference with speech communication; sleep disturbance; and, in the extreme, hearing impairment (Caltrans 2013).

Sound pressure levels are described in units called the decibel (dB). Decibels are measured on a logarithmic scale. A doubling of the energy of a noise source (such as doubling of traffic volume) would increase the noise level by 3 dB. The human ear is not equally sensitive to all frequencies within the sound spectrum. To accommodate this phenomenon, the A-scale was devised; the A-weighted decibel scale (dBA) approximates the frequency response of the average healthy ear when listening to most ordinary everyday sounds and is used in this analysis.

Human perception of noise has no simple correlation with acoustic energy. Due to subjective thresholds of tolerance, the annoyance of a given noise source is perceived very differently from person to person. The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at 3 feet is approximately 60 dBA, while loud jet engine noise at a distance of 1,000 feet from the source equates to 100 dBA, which can cause serious discomfort. Table 4.13-1, Noise Levels for Common Events, shows the relationship of various noise levels in dBA to commonly experienced noise events.

TABLE 4.13-1
NOISE LEVELS FOR COMMON EVENTS

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock Band
Jet fly-over at 300 m (1,000 ft)	100	
Gas lawn mower at 1 m (3 ft)	90	
Diesel truck at 15 m (50 ft) at 80 km/hr (50 mph)	80	Food blender at 1 m (3 ft); garbage disposal at 1 m (3 ft)
Noisy urban area, daytime gas lawn mower at 30 m (100 ft)	70	Vacuum cleaner at 3 m (10 ft)
Commercial area, heavy traffic at 90 m (300 ft)	60	Normal speech at 1 m (3 ft)
Quiet urban daytime	50	Large business office, dishwasher in next room
Quiet urban nighttime	40	Theater, large conference room (background)
Quiet suburban nighttime	30	Library
Quiet rural nighttime	20	Bedroom at night, concert hall (background)
	10	Broadcast/recording studio
Lowest threshold of human hearing	0	Lowest threshold of human hearing
dBA: A-weighted decibels; m: meter; ft: feet; km/hr: kilometers per hour; mph: miles per hour Source: Caltrans 2013.		

Two noise sources do not "sound twice as loud" as one source. As stated above, a doubling of noise sources results in a noise level increase of 3 dBA. It is widely accepted that (1) the average healthy ear can barely perceive changes of a 3 dBA increase or decrease, (2) a change of 5 dBA is readily perceptible, and (3) an increase (decrease) of 10 dBA sounds twice (half) as loud (Caltrans 2013).

From the source to the receiver, noise changes both in the level and frequency spectrum. The most obvious change is the decrease in noise level as the distance from the source increases. Sound from a small, localized source (approximating a "point" source) radiates uniformly outward as it travels away from the source in a spherical pattern. For point sources, such as construction equipment, the sound level attenuates (or drops off) at a rate of 6 dBA for each doubling of distance (i.e., if the noise level is 70 dBA at 25 feet, it is 64 dBA at 50 feet). Vehicle movement on a road makes the source of the sound appear to emanate from a line (line source) rather than a point when viewed over some time interval. The sound level attenuates or drops off at a rate of 3 dBA per doubling of distance for line sources.

A large object in the path between a noise source and a receiver can significantly attenuate noise levels at the receiver location. The amount of attenuation provided by this "shielding" depends on the size of the object and the frequencies of the noise levels. Natural terrain or landform features as well as man-made features (e.g., buildings and walls) can significantly

alter noise exposure levels. For a noise barrier to work, it must be high enough and long enough to block the view from the receiver to a road or to the noise source. Effective noise barriers can reduce outdoor noise levels at the receptor by up to 15 dBA.

Several rating scales (or noise "metrics") exist to analyze effects of noise on a community. These scales include the equivalent noise level (L_{eq}), L_{max}, and L_{min}, which are respectively the average, highest, and lowest A-weighted sound levels that occur during a noise event. Average noise levels over a period of minutes or hours are usually expressed as dBA L_{eq}, which is the equivalent noise level for that period of time. The period of time averaging may be specified; for example, L_{eq}(1-hour) would be a one-hour average. The noise of short duration (i.e., substantially less than the average period) is averaged into ambient noise during the period of interest. Thus, a loud noise lasting a few seconds may have a minimal effect on the measured sound level averaged over a one-hour period.

To evaluate community noise impacts, the Community Noise Equivalent Level (CNEL) is utilized to account for heightened human sensitivity to evening and nighttime noise. CNEL represents the 24-hour average sound level with penalties assessed to noise occurring during evening and nighttime hours. The CNEL computation divides a 24-hour day into three periods: daytime (7:00 AM to 7:00 PM), evening (7:00 PM to 10:00 PM), and nighttime (10:00 PM to 7:00 AM). The evening sound levels are applied an approximately 5-dBA penalty, and the nighttime sound levels are assigned a 10-dBA penalty prior to averaging with daytime hourly sound levels.

Vibration

Vibration is an oscillatory motion through a solid medium in which the amplitude of the motion can be described in terms of displacement, velocity, or acceleration. Vibration displacement is the distance that a point on a surface, moves away from its original static position. The instantaneous speed that a point on a surface, moves is described as the velocity, and the rate of change of the speed is described as the acceleration. Each of these descriptors can be used to correlate vibration to human response, building damage, and acceptable equipment vibration levels. During construction of a project, the operation of construction equipment can cause groundborne vibration. During the operational phase of a project, receptors may be subject to levels of vibration that can cause annoyance due to noise generated from vibration of a structure or items within a structure. Analysis of this type of vibration is best measured in velocity and acceleration.

The three main wave types of concern in the propagation of groundborne vibrations are surface or Rayleigh waves, compression or P-waves, and shear or S-waves.

- Surface or Rayleigh waves travel along the ground surface. They carry most of their energy along an expanding cylindrical wave front, similar to the ripples produced by throwing a rock into a lake. The particle motion is more or less perpendicular to the direction of propagation (known as retrograde elliptical).

- Compression or P-waves are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal, in a push-pull motion. P-waves are analogous to airborne sound waves.
- Shear or S-waves are also body waves, carrying their energy along an expanding spherical wave front. However, unlike P-waves, the particle motion is transverse, or perpendicular to the direction of propagation.

The peak particle velocity (PPV) or the root mean square (rms) velocity is usually used to describe vibration amplitudes. The PPV is defined as the maximum instantaneous peak of the vibration signal and the rms is defined as the square root of the average of the squared amplitude of the signal. The PPV is more appropriate for evaluating potential building damage and also used for evaluating human response.

The units for PPV are normally inches per second (in/sec). Often, vibration is presented and discussed in VdB units to compress the range of numbers required to describe the vibration. In this study, all PPV levels are in in/sec and all vibration levels are in VdB relative to one microinch per second. The threshold of human perception is approximately 0.3 in/sec PPV. Typically, groundborne vibration generated by human activities attenuates rapidly with distance from the source of the vibration. Even the more persistent Rayleigh waves decrease relatively quickly as they move away from the source of the vibration. Manmade vibration problems are, therefore, usually confined to short distances (500 feet or less) from the source.

Construction generally includes a wide range of activities that can generate groundborne vibration. In general, blasting and demolition of structures generate the highest vibrations. Heavy trucks can also generate groundborne vibrations, which vary depending on vehicle type, weight, and pavement conditions. Potholes, pavement joints, discontinuities, differential settlement of pavement, and other anomalies all increase the vibration levels from vehicles passing over a road surface. Construction vibration is normally of greater concern than vibration of normal traffic on streets and freeways with smooth pavement conditions.

Regulatory Setting

Noise

Section 12.08.390 of the County of Los Angeles Code of Ordinances (County of Los Angeles 1978) establishes the maximum exterior noise level that may be generated within designated noise zones. The noise zone descriptions and allowable exterior noise limits from Los Angeles County Code are shown in Table 4.13-2. By controlling the noise generation from individual properties within a given land use designation (or zone district), all uses would be protected against excessive noise exposure.

TABLE 4.13-2
LOS ANGELES COUNTY EXTERIOR NOISE STANDARDS

Noise Zone	Designated Noise Zone Land Use (Receptor property)	Time Interval	Exterior Noise Level (dBA)
I	Noise-sensitive area	Anytime	45
II	Residential properties	10:00 pm to 7:00 am (nighttime)	45
		7:00 am to 10:00 pm (daytime)	50
III	Commercial properties	10:00 pm to 7:00 am (nighttime)	55
		7:00 am to 10:00 pm (daytime)	60
IV	Industrial properties	Anytime	70
Source: County of Los Angeles 1978			

Section 12.08.440 of the County of Los Angeles Code of Ordinances prohibits construction activities between the hours of 7:00 p.m. and 7:00 a.m. Monday through Saturday and all day on Sundays and holidays, where the noise would create a disturbance across a residential property line. Section 12.08.440 further states that the contractor shall conduct construction activities in such a manner that the maximum noise levels at the affected buildings will not exceed those listed in the following schedule:

1. At Residential Structures.

    a. Mobile Equipment. Maximum noise levels for nonscheduled, intermittent, short-term operation (less than 10 days) of mobile equipment:

	Single-family Residential	Multi-family Residential	Semiresidential/ Commercial
Daily, except Sundays and legal holidays, 7:00 a.m. to 7:00 p.m.	75dBA	80dBA	85dBA
Daily, 7:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays	60dBA	64dBA	70dBA

    b. Stationary Equipment. Maximum noise level for repetitively scheduled and relatively long-term operation (periods of 10 days or more) of stationary equipment:

	Single-family Residential	Multi-family Residential	Semiresidential/ Commercial
Daily, except Sundays and legal holidays, 7:00 a.m. to 7:00 p.m.	60dBA	65dBA	70dBA
Daily, 7:00 p.m. to 7:00 a.m. and all day Sunday and legal holidays	50dBA	55dBA	60dBA

2. At Business Structures.
    a. Mobile equipment. Maximum noise levels for nonscheduled, intermittent, short-term operation of mobile equipment:

        Daily, including Sunday and legal holidays, all hours: maximum of 85dBA.

In addition, Section 22.44.1610 – Noise, of the Los Angeles County Code states that new development shall demonstrate that no adverse noise effects on adjacent uses will occur from the Project. Operation of a new development shall not increase the ambient noise levels within sensitive land uses by more than 3 dBA CNEL. If infeasible, noise impacts shall be mitigated.

Vibration

The Los Angeles County Code of Ordinances (Section 12.08.560) specifies that operating or permitting the operation of any device that creates vibration which is above the vibration perception threshold of any individual at or beyond the property boundary of the source if on private property, or at 150 feet from the source if on a public space or public right-of-way is prohibited. The perception threshold shall be a motion velocity of 0.01 in/sec over the range of 1 to 100 Hz.

Environmental Setting

Sensitive Receptors

The State of California defines noise-sensitive receptors as those land uses that require serenity or are otherwise adversely affected by noise events or conditions (State of California 2017). The land use categories requiring the lowest noise thresholds are schools, libraries, churches, hospitals, and residences. Residential land uses located north and southeast of the Project site, east of I-5, are referred to as the Project's "noise sensitive receptors" due to sensitivity of these uses to noise exposure.

The closest sensitive receptors to the Project site include outdoor seating area of the Church of the Nazarene located across The Old Road just south of the Project site and single-family residential properties located north of the Project site along La Salle Canyon Drive across the I-5 freeway in Santa Clarita. These nearest residential land uses are located at distances of over 1,500 feet from the north corner of the Project site and well shielded from the Project by intervening terrain.

Nearest developed properties along The Old Road are institutional and commercial land uses which include a medical building at 23857 The Old Road (on the same property as the church building), a maintenance/storage yard located at 24136 The Old Road immediately north of the Project site, a United States Postal Service building located at 24201 The Old Road, and the Old Car Home filming location located at 24233 The Old Road. Towsley Canyon Park hiking area is located west of The Old Road, over 1,000 feet northwest of the Project site

Existing Noise Conditions

To quantify existing daytime noise conditions, short-term ambient noise surveys were conducted at representative nearest land uses in the vicinity of the Project site. The short-term noise measurements were collected on April 2, 2026. Noise measurements were taken at locations representative of the receptors near the proposed Project construction areas to determine the existing noise conditions at such receptors. The noise monitoring locations were selected to quantify existing daytime ambient noise levels experienced by nearby receptors. The measurement locations are shown in Exhibit 4, Project Site and Noise Monitoring Locations, and included the following:

- Site 1: Southwest of the Project site, near the driveway of the residence located at 875 Hillcrest Road;
- Site 2: North of the Project site, near the Sheraton Fairplex Suites & Conference Center main building located at 601 West McKinley Avenue;

Two sets of short-term (20 minutes each) noise level measurements were taken at each of the noise monitoring locations using a Larson Davis Laboratories LxT Sound Track sound level meter (SLM). The measurement microphone was placed approximately five feet above the local ground and equipped with a windscreen. The SLM was set to "A"-weighting measurements and a microphone time response of "slow" which are standard settings utilized for environmental noise measurement.

The meteorological conditions were documented at the time of the noise monitoring. Overall, the sky was overcast at the time of the noise monitoring, temperatures ranged from 53 to 57 degrees Fahrenheit (^{0}F), with relative humidity ranging from 75 to 85 percent. There was a light breeze with wind speeds varying between calm to three miles per hour (mph). Table 4.13-3, Existing Measured Short-Term Ambient Noise Levels, summarizes the results of the short-term noise monitoring. The noise measurement field data sheets and photographs are attached in Appendix E.



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Project Site and Noise Monitoring Locations

Exhibit 4

24000 The Old Road Self-Storage Project

N W E S

0 500 1,000 Feet

PSOMAS

(Rev: 4-24-2026 PLO) R:\Projects\1TCD\1TCD020100\Graphics\Noise\ex_Noise_Monitoring.pdf

TABLE 4.13-3
EXISTING MEASURED SHORT-TERM
AMBIENT NOISE LEVELS

Noise Monitoring Location Description	Measurement Date & Start/End Time	Measured Noise Levels (dBA)		
		L_{eq}	L_{min}	L_{max}
Site 1: 23857 The Old Road, east lawn in front of NEWNAZ Building	April 2, 2025 Start: 7:05 AM End: 7:25 AM	65.8	61.9	75.7
	April 2, 2025 Start: 8:23 AM End: 8:43 AM	65.5	61.1	75.2
Site 2: 24233 The Old Road, east fence	April 2, 2025 Start: 7:44 AM End: 8:04 AM	66.9	62.2	72.5
	April 2, 2025 Start: 8:57 AM End: 9:17 AM	63.9	58.0	77.6

dBA: A-weighted decibels
L_{eq}: average measured noise level
L_{min}: minimum measured noise level
L_{max}: maximum measured noise level
Source: Psomas; noise data in Appendix F.

Based on observations during the noise measurement surveys, the noise sources affecting the selected land uses in the Project area include vehicular traffic on I-5 and The Old Road, and chirping birds. As shown in Table 4.13-2, existing average noise levels (L_{eq}) are 66 dBA near the commercial and church buildings closest to the Project site, and 64 to 67 dBA near the east property line of the Old Car Home filming location.

Impact Analysis

a) Would the project result in 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?

Less than Significant Impact.

Construction Noise

On-Site Construction Equipment Noise

The development of the proposed Project would entail construction activities which include noise generated from site preparation, grading/excavation, self-storage building construction, paving, and architectural coating. The onsite construction of the Project is anticipated to commence in June 2026 and be completed by March 2027.

Section 12.08.440 of the County of Los Angeles Code of Ordinances prohibits construction activities between the hours of 7:00 p.m. and 7:00 a.m. Monday through Saturday and all day on Sundays and holidays.

Los Angeles County Code Section 12.08.440 establishes maximum allowable construction noise levels at affected buildings based on the type and duration of construction equipment operation and the receiving land use. For nonscheduled, intermittent, short-term operation of mobile equipment, the applicable daytime maximum noise level at semi-residential/commercial buildings is 85 dBA. The Code establishes a separate daytime limit of 70 dBA for repetitively scheduled, relatively long-term operation (10 days or more) of stationary equipment at semi-residential/commercial buildings. Construction activities would occur between 7:00 a.m. and 7:00 p.m.

The analysis of construction noise involved the modeling of typical and highest construction noise levels using the Federal Highway Administration's (FHWA) Roadway Construction Noise Model (RCNM) Version 1.1, which allows for quantification of noise levels emanating from individual machinery. Typical noise levels represent the noise levels that would typically occur during construction and were calculated using the distance between the closest noise sensitive uses/receptors and the nearest work activity areas during each phase of construction. The degree to which noise-sensitive receptors are affected by noise from construction activities depends heavily on their proximity. Estimated noise levels attributable to construction of the proposed Project in terms of both L_{max} and L_{eq} are shown in Table 4.13-4, Construction Noise Levels at Nearest Receptors, and calculations are included in Appendix F, Construction and Operational Noise Calculations.

TABLE 4.13-4
CONSTRUCTION NOISE LEVELS AT NEAREST RECEPTORS

Receptor Location	Average Construction Noise Levels (dBA) [1]									
	Site Preparation		Grading/ Excavation[2]		Building Construction		Paving		Architectural Coating	
	L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}
Commercial building at 23857 The Old Road	63	70	65	70	58	60	60	70	56	56
Church building at 23857 The Old Road	60	68	62	68	56	57	57	67	54	54
Nearest property line of 24233 The Old Road	57	61	59	61	52	53	52	57	50	50
Nearest residential located at 23702 La Salle Canyon Drive	38	41	39	41	34	35	34	39	32	32

1. Based on calculated L_{eq} and L_{max} at distances from the nearest area of Project construction during the respective phase.

Notes:

- L_{eq} dBA: average noise energy level in A-weighted decibels
- Noise levels from construction activities do not consider attenuation provided by intervening structures.
- Bolded numbers show locations that exceed the applicable daytime noise criteria of 70 dBA and 60 dBA for commercial and residential land uses, respectively.

Source (construction equipment noise levels): RCNM. Noise data in Appendix F.

The adjacent semi-residential/commercial parcel, located at 23857 The Old Road, contains an office building and a church. Maximum Project construction noise levels associated with mobile equipment are estimated at approximately 70 dBA L_{max} at the office building and 68 dBA L_{max} at the church. Although use of individual equipment types may extend for more than 10 days over the overall construction period, mobile equipment would move throughout the Project site as work progresses and would not remain continuously at the locations nearest these buildings. Accordingly, the 85-dBA daytime mobile-equipment standard is applicable to these activities. Predicted maximum noise levels would be approximately 15 to 17 dBA below this standard. Stationary equipment operating for 10 days or more, if any, would be subject to the applicable 70-dBA daytime standard. Therefore, Project construction would comply with the applicable construction noise limits established by County Code Section 12.08.440.

In addition to compliance with the County Code, construction activities were evaluated to determine whether the Project would result in a substantial temporary increase in ambient noise levels. Existing daytime ambient noise levels at the nearby office and church range from approximately 65 to 66 dBA L_{eq}, compared to estimated Project construction noise levels of approximately 54 to 63 dBA L_{eq}. At another evaluated receptor, located at 24233 The Old Road, existing ambient noise levels range from approximately 64 to 67 dBA L_{eq}, compared to Project construction noise levels of approximately 50 to 59 dBA L_{eq}. Existing ambient noise conditions at these receptors are primarily influenced by traffic on I-5 and The Old Road.

Project construction noise would generally be below existing ambient noise levels. Under the most conservative conditions, construction activities would increase the existing hourly L_{eq} by approximately 2.1 dBA at the office/church receptors and approximately 1.2 dBA at the the receptor located at 24233 The Old Road. These increases would not represent a substantial temporary increase in ambient noise levels. Furthermore, because mobile construction equipment would move throughout the Project site, the highest construction noise levels would occur only when activities are nearest a particular receptor and would decrease as construction progresses to more distant portions of the Project site.

Therefore, Project construction would comply with the applicable Los Angeles County Code construction noise standards and would not result in a substantial temporary increase in ambient noise levels at nearby receptors. Construction noise impacts would be less than significant.

Although the Project construction noise levels are expected to comply with the applicable noise limits, the following construction noise avoidance measures are recommended in order to minimize potential increases in noise levels above existing levels in the Project area during Project construction:

- Construction Timing. Avoid construction during evening and nighttime hours (7:00 p.m. to 7:00 a.m.) and on weekends and holidays.

- Equipment Noise Abatement Maintenance. Ensure that all construction equipment has the manufacturers' recommended noise abatement measures, such as mufflers and engine enclosures, and is intact, in good condition, and operational.
- Equipment Idling. Turn off idling equipment that isn't imminently needed.

Off-site Construction Vehicles Noise

During the construction of the proposed Project, vehicular traffic on local roadways will increase due to use of personal vehicles by construction employees and vendor and hauling trucks transporting materials and equipment to and from the project site. Such increases in traffic volumes would potentially result in increased traffic noise levels along area roadways utilized by traffic associated with the Project construction. The worst-case assumed Project construction traffic would occur during the building construction phase and consist of one-way trips to the Project site by 13 employee vehicles and 16 vendor trucks over an 8-hour workday. No material hauling is expected to occur during the Project grading/excavation phase.

Project-related roadway noise due to the added employee vehicles and haul trucks were quantified along The Old Road using the daily number of Project construction traffic volumes in the FHWA's Traffic Noise Model (TNM) version 2.5. The existing (2024) daily traffic volume along The Old Road is 8,616 total vehicles (County of Los Angeles 2024). Project-related vehicular traffic during Project construction is expected to result in no increase in roadway noise levels from The Old Road. During the highest construction traffic hour. A noise level increase of 3 dB would generally be perceptible in outdoor environments. A 3-dB increase is thus used as the threshold of significance for off-site vehicular traffic noise impacts. Off-site traffic noise increases due to the Project construction traffic would be below 3 dB and thus less than significant, and no mitigation is required.

Operational Noise

Potential Project operational noise impacts would be due to increased vehicular traffic on area roads and stationary mechanical equipment operating at exterior of the proposed building.

Vehicular Traffic Noise

Operation of the Project would generate 109 daily vehicle trips at the Project site. To assess potential traffic noise impacts associated with the Project, a roadway traffic noise model including The Old Road was developed using the FHWA TNM. Potential increase in traffic noise in areas along The Old Road resulting from implementation of the Project was evaluated by adding the daily Project trips to the existing ADT of 8,616 on the roadway. For a conservative analysis, noise from traffic on I-5, which is a major contributor to overall noise in the Project area, was not included in the analysis and it was assumed that all Project-related vehicles would be medium trucks.

Traffic noise levels were calculated in terms of the CNEL with and without the Project in order to compare potential Project-related traffic noise change with the significance threshold of 3-dBA increase in CNEL. Vehicle fleet mix and temporal distribution of traffic over a 24-hour period were based on the data in the Project region. The traffic noise calculation input and output data are shown in Appendix F. Comparison of calculated traffic CNEL under conditions with and without the Project show that Project-related traffic would not result in any increase in CNEL at existing land uses located along The Old Road. Therefore, Project traffic noise impacts would be less than significant.

Mechanical Equipment Noise

Noise-generating mechanical equipment associated with the proposed Project are limited to rooftop heating, ventilation and air conditioning (HVAC) systems. Based on the proposed building mechanical plans, there would be a total of 32 outdoor heat pumps on the building rooftop, 10 for each floor and two for the elevator rooms. The rooftop heat pumps planned for the building include the York THE30B model and the Samsung AC018BXADCH/AA. The equipment specifications and HVAC noise calculation tables are shown in Appendix F. As shown by the data, instantaneous noise levels from combined mechanical equipment associated with the Project at off-site selected receptors would range from approximately 30 to 35 dBA if all the equipment are simultaneously in operation. Therefore, noise levels associated with the Project mechanical equipment would be far below the most stringent nighttime noise standard of 45 dBA for residential land uses established by Section 12.08.390 of the County of Los Angeles Code of Ordinances.

Based on the above discussion, noise impacts from Project stationary equipment would be less than significant.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact.

Construction Vibration

Table 4.13-2, Estimated Project Construction Vibration Levels at Nearest Buildings, shows the predicted construction vibration levels in terms of PPV at the existing buildings nearest to Project construction and compares them to building damage and the County's presumed vibration perception thresholds. The assessment of vibration induced damage was performed by assuming that construction equipment would be operating at the construction areas within the Project site closest to the nearest buildings. For analysis of construction vibration induced damage and perceptibility, Project-generated vibration is measured from the source to the closest structure, unlike analysis of noise impacts, which are conducted at the property lines or outdoor activity areas of affected properties. As shown in Table 4.13-5, all PPV levels would be below the building damage threshold of 0.2 in/sec PPV and the County's vibration perception criterion of 0.01 in/sec PPV at nearby off-site structures. As such, vibration generated by construction of the Project would not result in significant impacts related to vibration induced building damage and vibration annoyance.

TABLE 4.13-5
ESTIMATED PROJECT CONSTRUCTION VIBRATION LEVELS AT NEAREST BUILDINGS

Receptor Location	Distance (ft)	Vibration Levels (PPV, in/sec)				Exceeds Criteria?	
		Vibratory Roller	Large Bulldozer	Jackhammer	Loaded Trucks	Building Damage[1]	Vibration Perception[2]
Nearest building to the south, 23857 The Old Road	250	0.007	0.003	0.001	0.002	No	No
Nearest building to the north, 24136 The Old Road	270	0.006	0.003	0.001	0.002	No	No
Nearest building to the northwest (USPS building)	570	0.002	0.001	0.0003	0.001	No	No

PPV: peak particle velocity; in/sec: inches per second; ft: feet

1. Vibration building damage criteria are 0.2 in/sec PPV for Non-engineered timber and masonry buildings.
2. Los Angeles County vibration perception criterion is 0.01 in/sec over the range of 1 to 100 Hz.

Source: FTA 2018 (Calculations can be found in Appendix F).

Vibration from Truck Traffic

Large loaded trucks generate lower levels of vibration at 25 feet (0.076 in/sec PPV) than vibratory rollers and bulldozers. Vibration generated by vehicles and trucks is influenced by a number of factors, including pavement condition; vehicle speed; vehicle weight; type of suspension; and tire condition (under-inflated or over-inflated) [FTA 2018]. Vibration generated by trucks during Project construction would be minimal due to several factors, namely:

- Condition of adjacent roadways: The pavement on The Old Road in the vicinity of the Project site is relatively smooth. Smooth pavement, as opposed to worn pavement riddled with potholes and cracks, mitigates the intensity of vibration generated by trucks. Pavement that contains cracks and potholes increases the force of tires striking the pavement (Transportation Association of Canada 2006).
- Vehicle speed: Trucks travelling along the adjacent roadways would be travelling at speeds no greater than 45 miles per hour, similar to or lower than existing traffic speeds. According to the FTA, truck speed would need to double to result in a vibration level increase of approximately 4 to 6 VdB (FTA 2018).

Therefore, due to the Project-specific conditions outlined above, vibration generated by trucks would not affect sensitive receptors along area roadways. As a result, potential impacts resulting from truck vibration would be less than significant and no mitigation measures are required.

Project Operation Vibration

The operation of the proposed Project would not include the operation of any new sources of vibration that could be felt beyond the immediate vicinity of the Project site. As a result, no operational vibration impacts would occur, and no mitigation is required.

c) Would the project result in 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?

No Impact. The closest aircraft operations to the Project site occur at the Helicopter pad located at the Henry Mayo Newhall Hospital, which is located approximately three miles to the north. The nearest airport is Whiteman Airport in Pacoima, over 10 miles to the southeast of the Project site. Therefore, the Project would not expose future employees, customers, or maintenance workers to excessive noise levels from aircraft flights. As a result, no aircraft noise impact is anticipated to occur.

Mitigation Measures

The proposed Project noise and vibration impacts at the surrounding land uses would be less than significant. Therefore, noise and vibration mitigation would not be required.

4.14 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)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, especially affordable housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Impact Analysis

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

Less than Significant Impact. Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. Growth-inducing impacts include the following:

- *New development in an area presently undeveloped and economic factors which may influence development.* The Project site is currently unoccupied and the addition of the proposed Project will not influence future development. In addition, the Project site occupies the frontage along the northeast side of The Old Road and abuts the channelized South Fork Santa Clara River to the southwest.
- *Extension of roadways and other transportation facilities*. The Project would utilize the existing roadways but would introduce new driveways and sidewalks. In addition, bicycle lanes would be added along the north side of The Old Road. The addition of new driveways, sidewalks, and bicycle lanes to The Old Road would serve the Project and immediate surroundings and would not result in a provision of infrastructure that could facilitate regional growth.
- *Extension of infrastructure and other improvements*. The Project would utilize the existing utilities infrastructure located along The Old Road, though new utility connections would be installed within the Project site. In addition, the Project would include an Onsite Wastewater Treatment System (OWTS) and proposed leach field. Nevertheless, the installation of new utility connections and the OWTS will not lead to subsequent development elsewhere since these new utility facilities would serve the Project site only.

- *Major off-site public projects (treatment plants, etc.)*. The Project's increase in demand for utility services can be accommodated without the construction or expansion of landfills, water treatment plants, or wastewater treatment plants.
- *The removal of housing requiring replacement housing elsewhere*. The Project site is currently unoccupied.. Therefore, no replacement housing would be required.
- *Additional population growth leading to increased demand for goods and services*. The Project would add up to five new jobs to the County.
- *Short-term growth-inducing impacts related to the Project's construction*. The Project would result in temporary employment during the construction phase. The proposed Project is an infill development that would utilize existing roadways and infrastructure. The new utility connections that would be provided would not extend into undeveloped areas and would not result in unplanned growth.

According to the Growth Forecast Appendix prepared by SCAG for the 2024 Connect SoCal plan, Los Angeles County 430,000 jobs from 2019 to 2050. The proposed Project would employ up to five people, which would be within SCAG's growth forecast of 430,000 new jobs by 2050 for Los Angeles County, In addition, the Project is in conformance with SCAG's regional sustainable development policies that promote infill development. As a result, less than significant impacts would occur and no mitigation is required.

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

No Impact. The Project site is currently unoccupied. As such, the Project's implementation would not result in the displacement of existing market-rate or affordable housing as there are no occupied residential units present on-site. In addition, the Project's implementation would not result in the displacement of people as none currently reside on-site. Therefore, no impacts would result and no mitigation is required.

4.15 PUBLIC SERVICES

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Would the project create the 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?	☐	☐	☒	☐
Sheriff protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Libraries?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

Impact Analysis

a) Would the project create the 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?

Less than Significant Impact. The Los Angeles County Fire Department (LACoFD) provides fire protection services for unincorporated Los Angeles County, including the Project site. The closest LACoFD station to the Project site is Station 124, located 2.8 miles to the northwest of the site along the south side of Hemingway Avenue. The proposed Project would be subject to review and approval by the LACoFD pursuant to Section 105.6.25.2 - Land development plan review of the County Fire Code to ensure that safety and fire prevention measures are incorporated into the Project. As part of the Project review process, the LACoFD would review the Project and make recommendations for fire protection services and fire flow rates. Depending on the outcome of the review, any required improvements to the water system (e.g. additional hydrants) would be provided at the expense of the Applicant. In addition, the proposed Project would be required to adhere to the State and local fire code (County Code Title 32) and the Project Applicant would be required to pay Land Development and Environmental Review Fees (Section 328 of the County Fire Code [Title 32]).

As stated in the Project Description, a 20-foot-wide fire lane would be provided northeast of the self-storage facility. Two fire hydrants would also be provided in between the fire lane and the self-storage facility. These two features would be subject to review by the LACoFD. In addition, an emergency access lock box to be approved by the LACoFD would be installed at the access gate. Once operational, the Project is not expected to result in an increase in calls for service that would create capacity or service level problems or require the construction of new facilities or expansion of existing facilities. As a result, the potential impacts to fire services are considered to be less than significant and no mitigation is required.

Sheriff protection?

Less than Significant Impact. The Los Angeles County Sherrif's Department provides law enforcement services for unincorporated Los Angeles County and several incorporated cities, such as Cerritos, Norwalk, and West Hollywood. The Project site would be served by the Santa Clarita Valley Sherrif's Station, located approximately 4.5 miles to the northeast along the west side of Golden Valley Road. The proposed Project would only place an incremental demand on police protection services since the Project is not anticipated to be an attractor for crime due to the lack of unsecure open space. Access to the facility would be controlled by a gate, which would be opened by patrons entering a unique security code. Furthermore, the Sherrif's Department would review the site plan for the proposed project to ensure that the development adheres to the Department requirements. Specifically, all security gates, monitoring systems, alarms, nighttime security lighting, and walls would be under Department review. In addition, the Project Applicant would be required to pay law enforcement facilities mitigation fees to offset Project impacts on existing public facilities, including sheriff services. Specifically, the project Applicant would comply with County Code Chapter 22.266 - Law Enforcement Facilities Fee, which requires payment of law enforcement facilities mitigation fees as a condition of approval for any development project that requires a tract map, parcel map, discretionary permit, building permit, land use permit, or other entitlement. As such, adherence to the abovementioned requirements would reduce potential impacts on law enforcement services to levels that are less than significant and no mitigation would be required.

Schools?

Less than Significant Impact. The Project site is located within the boundaries of the Newhall School District and the William S. Hart High School District. The Project site is situated within the attendance boundaries of Wiley Canyon Elementary School, of the Newhall School District; the attendance boundaries of Rancho Pico Junior High School, of the William S. Hart High School District; and the attendance boundaries of the West Ranch High School, of the William S. Hart High School District. As the Project is located within the Newhall School District, the Project Applicant would be required to pay development impact fees of 0.02 dollars per SF, the rate established by the District for storage facilities. Nevertheless, since the Project consists of a self-storage facility and would not result in the construction of residential development, the Project Applicant would not be required to pay any development impact fees by the William S. Hart High School District nor would the

Applicant be required to pay the Hart Maximum Annual Special Tax. The payment of development impact fees to the applicable school district(s) are considered full mitigation to off-set Project-related impacts. As a result, less than significant school-related impacts are anticipated to occur and no mitigation is required.

Parks?

Less than Significant Impact. The Project does not propose new or physically altered parks or recreational facilities. There are numerous parks located in close proximity to the Project site. These parks include Rivendale Open Space and Park, Ed Davis Park at Towsley Canyon, Santa Clarita Woodlands Park, and East and Rice Canyons. Potential impacts on park services are typically associated with residential developments or projects with a residential component. Nevertheless, future employees and their families may relocate to unincorporated County areas near the Project site and thus, indirectly increase demand for existing County parks and recreational facilities. Overall, the proposed Project would not increase demand for parks or recreational facilities in a manner that would require the construction of new park facilities, the construction of which could cause significant environmental impacts. Thus, given the nature of the proposed Project, impacts in this regard would be less than significant.

Libraries?

No Impact. The closest library to the Project site is the Old Town Newhall Library, located approximately 2.2 miles to the northeast of the site along the northeast side of Lyons Avenue. As stated in Chapter 22.264 – Library Facilities Mitigation Fee of the County Code, the provisions of this Chapter shall apply only to residential development projects. Since the Project would involve the construction and operation of a self-storage facility, no direct or indirect impacts to County libraries is anticipated to occur and no mitigation would be required.

Other public facilities?

No Impact. As discussed previously, implementation of the proposed Project would not result in direct or indirect population growth that would require the use of public facilities. Other public facilities include hospitals. Therefore, the Project would have no impact.

4.16 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c) Would the project interfere with regional open space connectivity?	☐	☐	☐	☒

Impact Analysis

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?

No Impact. Increases in the use of existing neighborhood and regional parks or other recreational facilities typically occur due to an increase in residential population. The proposed Project would not include any residential development that would cause population growth within the County. The Project would construct a self-storage facility generating approximately two jobs related to the operation of the Project. It is expected that future employment positions related to the Project would be filled by the local population and would not induce population growth or the need for additional housing; therefore, because the Project would not result in increased population in the County, the Project would not create a new demand for neighborhood and regional parks or other recreational facilities. Even if the two jobs created by the Project would be filled by the non-local population, that minor increase in employees and associated potential minor increase in future residents would not increase the use of existing neighborhood and regional parks or recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Therefore, the Project would not result in impacts related to increased use of existing parks or recreational facilities.

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?

No Impact. Increases in the use of existing recreational facilities typically occur due to an increase in residential population. As discussed previously, the proposed Project involves the construction and operation of a self-storage facility and, for the reasons set forth above,

would not result in the need for new or expanded recreational facilities. The Project does not include any neighborhood or regional park nor does the Project include any recreational facilities. Therefore, no impacts related to this threshold would occur.

c) Would the project interfere with regional open space connectivity?

No Impact. A variety of State parks and recreational areas including Towsley Canyon Park, Rivendale Park and Open Space, Ed Davis Park in Towsley Canyon, Santa Clarita Woodlands Park, and the Michael D. Antonovich Open Space are located within close proximity to the Project site. These open space areas do not directly abut the Project site and the Project site does not serve as a corridor connecting other areas to the aforementioned parks. In addition, the proposed Project would be constructed within the Project site and no elements of the Project, including construction, would extend off-site into the above-mentioned open space areas. As a result, no impacts related to this threshold would occur.

4.17 TRANSPORTATION/TRAFFIC

	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?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a road design feature (e.g., sharp curves) or incompatible uses (e.g., farm equipment?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☐	☒

Impact Analysis

a) Would the project conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than Significant Impact. The Project was evaluated for consistency with applicable transportation plans and programs, including the Mobility Element of the Los Angeles County General Plan, the Los Angeles County Vision Zero Action Plan (Los Angeles County Department of Public Works [DPW] 2019), and the County of Los Angeles 2012 Bicycle Master Plan (DPW 2012). These plans address the provision and operation of roadway, transit, bicycle, and pedestrian facilities throughout the County, including in the vicinity of the Project site.

Transit

There are no bus stops or transit routes located along the segment of The Old Road that abuts the Project site. The nearest transit service is provided by Santa Clarita Transit along Calgrove Boulevard, which includes bus service provided by Lines 634 and 641. These routes do not travel adjacent to or through the Project site.

The Project consists of a self-storage facility, a land use that typically generates a low level of employee and tenant activity and is primarily accessed by personal vehicles or moving trucks. As a result, Project implementation would result in a minimal increase in demand for public transit services. Additionally, the Project would not require the relocation, removal, or temporary closure of any existing transit facilities, nor would the Project interfere with current or planned transit routes or services.

Accordingly, the Project would not conflict with adopted plans, policies, or programs addressing public transit facilities serving the area.

Roadways

Within a local context, the Project site occupies frontage along the northeast side of The Old Road. The Old Road has a right-of-way width of 166 feet, two lanes of travel in each direction, and wide center medians consisting of dirt. As part of the Project, roadway improvements would be limited to site access enhancements, including the installation of a raised concrete center median and a dedicated southbound left-turn pocket to facilitate safe and controlled ingress to the site for vehicles traveling southbound along The Old Road. These improvements are consistent with access management and roadway design policies and would not obstruct current or planned roadway improvements.

During construction, temporary construction-related vehicle trips, including haul truck activity, would occur. The Project Applicant would be required to prepare and implement a construction traffic management plan to ensure that construction activities do not impede traffic flow or conflict with applicable roadway standards and policies. Construction traffic would be temporary in nature and would not result in any long-term changes to roadway operations or planned improvements.

Therefore, the Project would not conflict with any adopted roadway plans, programs, or ordinances applicable to The Old Road or the surrounding circulation network.

Bicycle and Pedestrian Facilities

According to the Los Angeles County Bikeways Map, there are currently no designated bicycle facilities along the segment of The Old Road adjacent to the Project site (DPW 2026). Pedestrian facilities, such as sidewalks, are not present along this segment of The Old Road; however, pedestrian facilities such as sidewalks are located southeast of the Project site along the south side of The Old Road, serving the nearby church and learning center. There are no marked crosswalks or curb ramps located in the vicinity of the Project site.

The Project would not require the removal, relocation, or closure of any existing or planned bicycle or pedestrian facilities. Additionally, Project implementation would not preclude the future development of bicycle or pedestrian improvements identified in the County's Bicycle Master Plan, Mobility Element, or Vision Zero Action Plan. Given the nature of the Project, which involves infrequent and vehicle-oriented access, Project operation would not result in substantial increases in bicycle or pedestrian activity that could interfere with facility performance or planned improvements.

As such, the Project would not conflict with any adopted plans, programs, or policies addressing bicycle or pedestrian facilities.

In conclusion, the Project would not conflict with or obstruct the implementation of any applicable transportation plans, ordinances, or policies related to transit, roadway, bicycle,

or pedestrian facilities. Therefore, impacts associated with this threshold would be less than significant, and no mitigation measures are required.

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

Less than Significant Impact. With the passage of Senate Bill (SB) 743, the State Office of Planning and Research (OPR) mandated the development of guidelines that would establish Vehicle Miles Traveled (VMT) as the primary metric for evaluating a project's environmental impacts on the transportation system. Since then, Los Angeles County has established VMT screening criteria to be consistent with the updated OPR guidelines. Per the County's established VMT screening thresholds, the following four screening criteria were evaluated for the Project based on Section 3.1 of the County guidelines.

1. **Non-Retail Project Trip Generation Screening Criteria: Does the Project generate a net increase of 110 or more daily vehicle trips?**

   Based on the previously presented trip generation assessment, the Project is estimated to generate 109 net daily vehicle trips based on the most recent edition of the ITE Trip Generation Manual. As a result, the Project meets this screening criteria and further analysis is not required.

2. **Retail Project Site Plan Screening Criteria: Does the Project contain retail uses that exceed 50,000 square feet of gross floor area?**

   Projects that exceed 50,000 square feet of local-serving retail floor area are not screened based on this criteria. The Project is not classified as a local-serving retail land use under 50,000 square feet. Therefore, the Project does not meet this screening criteria.

3. **Proximity to Transit Based Screening Criteria: Is the project located within a one-half mile radius of a major transit stop or an existing stop along a high-quality transit corridor?**

   The Project is not located in close proximity to major transit corridors and therefore does not meet this screening criteria.

4. **Residential Land Use Based Screening Criteria: Are 100% of the units, excluding manager's units, set aside for lower income households?**

   The Project is not a residential land use and therefore does not meet this screening criteria.

The Project satisfies one of the County's established VMT screening criteria. The Project is a non-retail development that does not generate a net increase of more than 110 daily vehicle trips. As a result, the Project is presumed to have a less-than-significant VMT impact and is exempt from further VMT analysis.

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

Less than Significant Impact. The proposed Project involves the construction and operation of a self-storage facility, which is a low-intensity land use that would be consistent with the surrounding uses. The Project's operation would not involve the use of equipment that would be incompatible with the adjacent roadway system, such as farm equipment, oversized vehicles, or industrial machinery. Trip generation would primarily consist of passenger vehicles and light-duty trucks and would not introduce traffic patterns that differ from existing roadway conditions.

In addition, the two driveways located along the northeast side of The Old Road would be designed in accordance with Section 22.110.180 (Sight Distance) of the Los Angeles County Code, as well as other applicable County standards regulating driveway width, spacing, and turning movements. All access points would provide adequate visibility for entering and exiting vehicles and would be reviewed and approved by Los Angeles County Public Works and the Los Angeles County Fire Department.

The Project would include roadway improvements along The Old Road consisting of a new raised concrete center median and a dedicated southbound left-turn pocket into the Project site. The Old Road currently functions as a multi-lane roadway with a wide, unimproved median that does not allow for left-turns. The proposed median improvements would formalize and improve access, provide a left-turn pocket along the southbound approach with adequate vehicle storage capacity, and would permit left-turns into the site for vehicles traveling south on The Old Road, thereby improving traffic operations and reducing the potential for conflict between vehicles traveling northbound and vehicles executing left-turns.

The aforementioned roadway improvements would not introduce sharp curves, unusual grades, or non-standard design features, and all improvements would be implemented in compliance with County roadway design standards. The Project would not alter roadway alignments in a manner that reduces driver visibility or increases collision risk. Therefore, the Project would not substantially increase traffic hazards due to roadway design features or incompatible uses, and impacts would be less than significant.

d) Would the project result in inadequate emergency access?

No Impact. Access to the Project site would be provided by two driveway connections located along the northeast side of The Old Road, which provides local and regional access to the Project site and is currently used by emergency service providers. The Project would not restrict roadway widths, or impede emergency vehicle movements along The Old Road. As stated under Threshold Question 4.16(c) above, the Project would include a new concrete center median and left-turn pocket on the southbound approach. This new left-turn pocket would improve access to the site from The Old Road and would have sufficient vehicle

storage capacity. In addition, this new left-turn pocket would also improve site access for emergency service vehicles traveling southbound on The Old Road.

The Project proposes a low-intensity commercial use with minimal employee presence. Vehicular trips generated by the Project would be distributed throughout the day and would not result in substantial traffic congestion that could interfere with emergency response times. Furthermore, the Project would be designed and operated in compliance with applicable Los Angeles County Fire Department access requirements, including minimum driveway widths, turning radii, and emergency vehicle access, as required by the California Fire Code and County zoning and fire ordinances. Lastly, the Project would not require modifications to existing emergency response or evacuation plans. Therefore, the Project would not result in inadequate emergency access, and no impact would occur.

4.18 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.?	☐	☒	☐	☐

Existing Setting

The following Tribal groups are on file with the Native American Heritage Commission (NAHC) as being traditionally or culturally affiliated with the geographic area of the Project:

Tribal Group	Contact Person
Barbareño/Ventureño Band of Mission Indians	Cultural Resources Committee
Coastal Band of the Chumash Nation	Michael Khuz-Zarate, CBCN Vice Chairman Janet Hall, CBCN Cultural Resources Manager Mati Waiya, Tribal Chair
Fernandeno Tataviam Band of Mission Indians	Sarah Brunzell, CRM Manager
Gabrieleno Band of Mission Indians - Kizh Nation	Andrew Salas, Chairperson
Gabrieleno/Tongva San Gabriel Band of Mission Indians	Christina Swindall Martinez, Secretary Robert Dorame, Chairperson
Gabrielino/Tongva Nation	Sandonne Goad, Chairperson
Gabrielino-Tongva Tribe	Charles Alvarez, Chairperson Sam Dunlap, Cultural Resource Director
Northern Chumash Tribal Council	Violet Walker, Chairperson
San Fernando Band of Mission Indians	Donna Yocum, Chairperson
Santa Ynez Band of Chumash Indians	General CRM Consultation Account Nakia Zavalla, Tribal Historic Preservation Officer Sam Cohen, Government & Legal Affairs Director

California Assembly Bill 52 (AB 52), which took affect July 1, 2015, establishes a consultation process between California Native American Tribes and lead agencies to address Tribal concerns regarding project impacts and mitigation to Tribal cultural resources (TCR). Public Resources Code (PRC) section 21074(a) defines TCRs as a site, feature, place, cultural landscape, sacred place, and object with cultural value to a California Native American tribe that is either:

1. Listed or eligible for listing in the California Register of Historic Resources or a local register of historical resources, or
2. Determined by a lead agency to be a TCR.

PRC also states that a project that has the potential to cause a substantial adverse change to a TCR is a project that may have an adverse effect on the environment.

The County sent requests to three of the NAHC-listed Tribal groups to initiate AB 52 consultation. Those three Tribal groups included:

3. The Gabrielino Tongva Indians of California
4. Gabrielino Tongva (San Gabriel Band of Mission Indians)
5. Fernandeño Tataviam Band of Mission Indians

A summary of the Tribal Consultation with the County is shown in Table 4.18-1.

This discussion below is based on the County's record of the outcome of the AB 52 process with Tribes on the three Tribal groups from the NAHC list that requested notification to consult. Copies of the letters sent to the Tribal contacts to initiate AB 52 consultation can be found in on file with the County.

Impact Analysis

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

No Impact. No resources were identified in record search that were 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). Therefore, there is no impact.

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.?

Less than Significant Impact with Mitigation Incorporated. As discussed in Section 4.5, Cultural Resources, of this IS/MND, the results of the SCCIC records search did not identify the presence of any known cultural or tribal cultural resources within the Project APE that are either listed in, or eligible for listing in, the CRHR or in a local register of historical resources. Furthermore, no evidence exists that indicates that the Project site has been used as a cemetery presently or historically. Nonetheless, the SLF database search conducted by the NAHC revealed positive results, indicating that the NAHC has records of Native American tribal cultural resources, including sacred sites, traditional gathering areas, or places of tribal cultural significance, within the general vicinity of the Project site. The NAHC recommended contacting the Fernandeño Tataviam Band of Mission Indians for more information. In addition, the NAHC provided a list of Native American tribes that are traditionally and culturally affiliated with the Project's geographic area. A copy of the records search results from the SCCIC and NAHC are included in Appendix D to this IS/MND.

As part of fulfilling the requirements of AB 52, the County sent letters to the Gabrielino Tongva Indians of California, Gabrielino Tongva (San Gabriel Band of Mission Indians), and Fernandeño Tataviam Band of Mission Indians that have requested notification of projects within the County, pursuant of Public Records Code Section 2180.31. The Tribal groups were requested to respond within 30 days of receipt of the letter if they wished to engage in government-to-government consultation. The letters included a project description, map depicting the project location, and contact information for the County. Of the three Tribal Groups who were sent AB 52 consultation initiation letters, only the Fernandeño Tataviam Band of Mission Indians responded requesting consultation. Summary of the consultation process and timeline is shown below in Table 4.18-1.

TABLE 4.18-1
TRIBAL CONSULTATION SUMMARY

Date	Action
April 14, 2026	County sends letters to the Gabrielino Tongva Indians of California, Gabrielino Tongva (San Gabriel Band of Mission Indians), and Fernandeño Tataviam Band of Mission Indians inviting the Tribes to consult on the Project.
April 17, 2026	The Fernandeño Tataviam Band of Mission Indians responded to the County and requested additional Project information.
April 23, 2026	The Fernandeño Tataviam Band of Mission Indians requested consultation with the County
April 29, 2026	Consultation between the County and the Fernandeño Tataviam Band of Mission Indians occurred virtually and mitigation measures were sent to the County from the Tribal group. Consultation was completed.

Though unanticipated, project construction activities (such as excavation, grading, and site preparation) have the potential to impact previously unidentified Tribal cultural resources. Therefore, **MM TCR-1 through MM TCR-7** would be incorporated as part of the project to ensure project impacts on previously identified significant Tribal cultural resources, if encountered, would be less than significant. Additionally, to ensure that the Project would not result in impacts to human remains, the Project would comply with existing applicable State requirements regarding the discovery of human remains, including Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, as outlined in **RR CUL-1**.

RR CUL-1 **Unanticipated Discovery of Human Remains.** If human remains are encountered during any ground-disturbing activities, all work shall cease immediately in the area of the discovery and in any nearby area reasonably suspected to overlie adjacent remains. The Project Applicant shall notify the Los Angeles County Coroner in accordance with Health and Safety Code Section 7050.5.

If the Coroner determines that the remains are Native American, or that there is reason to believe the remains are Native American, the Coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours as required by Public Resources Code Section 5097.98. The NAHC shall designate a Most Likely Descendant (MLD). The Project Applicant shall work with the MLD to establish appropriate treatment and disposition of the remains in accordance with PRC Section 5097.98. Work in the vicinity of the discovery shall not resume until the Coroner and, as applicable, the NAHC/MLD have provided direction and any required measures have been completed.

Mitigation Measures

MM TCR-1 **Tribal Monitor.** Prior to the commencement of any ground disturbance activities, the Applicant shall retain a qualified Tribal monitor (Tribal Monitor) who is approved by the Fernandeño Tataviam Band of Mission Indians Nation to provide tribal monitoring/consulting services. The term "ground disturbance activities", as found in these project mitigation measures, refer to activities that may include clearing vegetation, pavement removal, grading, excavation, trenching, drilling, and potholing/auguring within the project site. The Applicant shall submit a letter to the County of Los Angeles (County) to confirm the name and contact information of the Tribal Monitor who is retained for the project.

MM TCR-2 **Tribal Cultural Resources Monitoring Plan.** Prior to the commencement of any ground disturbance activities, the Tribal Monitor shall prepare and submit a Tribal Cultural Resources Monitoring Plan (Monitoring Plan) to the County for review and approval at least 30 days before those activities commence. The Monitoring Plan shall include methods for monitoring ground disturbance activities; procedures to follow when resources are discovered; protocol for identifying and evaluating tribal cultural resources; and proposed measures to mitigate potential impacts to tribal cultural resources to less than significant.

MM TCR-3 **Preconstruction Meeting.** Prior to the commencement of any ground disturbance activities, the Tribal Monitor shall attend a preconstruction meeting(s) to obtain pertinent information about the project construction activities, including grading depths/limits, from the construction contractors and to explain the requirements of the Monitoring Plan to the contractors.

MM TCR-4 **Tribal Monitoring.** The Tribal Monitor shall be present to monitor all project ground disturbance activities for the presence of tribal cultural resources. The Tribal Monitor shall complete a daily log documenting all ground disturbance activities, the locations where those activities occurred, the types of soils involved, and any tribal cultural resources encountered. Monitoring shall end when ground disturbance activities are completed, or when the Tribal Monitor has determined that the site has a low potential for impacting tribal cultural resources. Within 30 days after monitoring has ended, the Tribal Monitor shall submit the daily logs to the County.

MM TCR-5 **Discovery of Tribal Cultural Resources.** If tribal cultural resources are encountered during construction, all ground disturbance activities within 25 feet of the find shall stop until the Tribal Monitor can evaluate the significance of the find. Construction activities may continue in other areas of the project site. If the discovery proves significant, the Tribal Monitor shall recommend appropriate measures, subject to County approval, to mitigate potential impacts to tribal cultural resources to less than significant. Such measures may include but are not limited to resource avoidance, reburial, and

preservation for educational purposes. The Tribal Monitor shall coordinate with the project Applicant to ensure that all measures approved by the County are implemented. Within 90 days after monitoring has ended, the Tribal Monitor shall prepare and submit a final monitoring report documenting all encountered tribal cultural resources, the significance of the resources, and the treatment of the resources to the County and the California Native American Heritage Commission.

MM TCR-6 **Archaeological Monitor.** If archaeological resources are encountered during construction and the Tribal Monitor has determined that the find is not Native American in origin, all ground disturbance activities within 25 feet of the find shall stop until a qualified archaeologist can evaluate the significance of the find. Upon receiving notification of the find, the Applicant shall retain a qualified archaeologist to evaluate the significance of the find. Thereafter, the qualified archaeologist or a trained archeological monitor, under the supervision of the qualified archaeologist, shall monitor all remaining ground disturbance activities along with the Tribal Monitor. A qualified archaeologist is defined as an archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology.

If the find is determined significant, the qualified archaeologist shall recommend appropriate measures, subject to County approval, to mitigate potential impacts to cultural resources to less than significant. Such measures may include, but are not limited to, avoidance, preservation in place and data recovery.

Where preservation in place is not feasible, treatment may include archaeological data recovery. The qualified archaeologist shall record all recovered archaeological resources on the appropriate California Department of Parks and Recreation Site Forms to be filed with the California Historical Resources Information System–South Central Coastal Information Center (SCCIC). Recovered resources that are determined to be significant shall be curated at an appropriate facility that will ensure their long-term preservation and will allow access to interested scholars. If no institution accepts the archaeological resource(s), they shall be offered to a local school or historical society in the area for educational purposes. Within 90 days after monitoring has ended, the qualified archaeologist shall prepare and submit a final monitoring report documenting all encountered archaeological resources, the significance of the resources, and the treatment of the resources to the County and SCCIC.

MM TCR-7 **Unanticipated Discovery of Human Remains.** If human remains are encountered during construction, all ground disturbance activities within 1550 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.

4.19 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?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider 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?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Not comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Impact Analysis

a) Would the project 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 would be served by existing utility providers and infrastructure and would not require the construction of new or expanded off-site utility facilities capable of causing significant environmental effects.

Water

Less Than Significant Impact. Water service would be provided by the Santa Clarita Valley Water Agency (SCV Water, or Agency), which maintains potable water infrastructure serving the unincorporated Newhall area. SCV Water was established in January 2018 as a result of Senate Bill 634. The Agency was created through the merger of three water agencies serving the Santa Clarita Valley. SCV Water's service area encompasses a total of 197 square miles,

including the Project site, which is located within the Agency's Newhall Water Division (SCV Water 2026).

Water demand associated with the Project would consist of interior plumbing devices (i.e., sinks, toilets, faucets, and the shower installed in the manager's unit), outdoor landscape irrigation, and various onsite facilities and process systems. The Project would connect to existing water lines located along The Old Road through new water and fire water lines installed on-site. The new water lines would be located within the northern portion of the site, while the new fire water lines would extend along the new internal roadway.

Based on the land use information provided by the Applicant and Strategic Connections, Inc., the total water demand for this Project is estimated to be 1,390 gallons per day (gpd), which is well within the surplus supplies through 2050 as identified in the 2020 SCV Water UWMP. Additionally, SCV Water's supplies from groundwater, imported water, and recycled water are anticipated to be reliable for at least the next 24 years. As such, the Project would not require or result in the relocation or construction of any new or expanded water facilities that could cause significant environmental effects. The only water improvements that would be implemented are those described above, which are accounted for in the impact analyses contained throughout this IS/MND that was prepared for the Project.

Wastewater/Sewage

No Impact. Wastewater generated by the Project would be minimal, associated primarily with restrooms within the self-storage facility and the on-site manager's unit. The Project would include the installation of new sewer lines and a new Onsite Wastewater Treatment System (OWTS) and proposed leach field. The OWTS would be located northeast of the proposed self-storage building, beneath the new internal roadway. Wastewater generated onsite would be conveyed via the new sewer lines to the OWTS for primary treatment and would subsequently be pumped upslope by a proposed pump station to a series of leach lines installed south of the self-storage facility, between the building footprint and the site's egress driveway.

The wastewater improvements described above would be sufficient to accommodate all sewage generated by the Project. Because all wastewater would be treated and disposed of onsite through the proposed OWTS and associated leach lines, Project implementation would not result in an increase in demand for off-site wastewater treatment facilities, which are typically provided by the County at the Saugus and Valencia Water Reclamation Plants. Accordingly, the Project would not require or result in the relocation or construction of new or expanded offsite wastewater facilities that could cause significant environmental effects. The only wastewater improvements associated with the Project are those described above, which are fully accounted for in the impact analyses contained in this IS/MND. As a result, no impacts would occur.

Stormwater Drainage

Less than Significant Impact. Stormwater would be managed on-site through construction of engineered drainage improvements, including underground storm drains, area and curb drains, biofiltration, and controlled discharge to the adjacent flood control channel in compliance with Los Angeles County Department of Public Works standards.

Stormwater runoff would be captured from multiple points within the Project site. Runoff would be captured by three area drains (one located within the northeast corner of the site, one located along the southwest side of the self-storage facility, and one located south of the self-storage facility), two four-inch curb drains with case II inlets located along the south side of the biofiltration vault, and an atrium drain located along the site's southwest frontage with The Old Road. Runoff captured by the area drain located in the northeast corner of the site would be conveyed to the biofiltration vault through the three-inch by 17-inch Curb-O-Let hub pipe, while runoff captured by the area drain located along the southwest side of the self-storage facility would be conveyed to the biofiltration vault through a PVC storm drain. Lastly, runoff captured by the final area drain would be conveyed through the four-inch perforated PVC subdrain and discharged into the adjacent flood control channel. Excessive runoff would be released through a six-inch drainage pop-up emitter to prevent back-up issues within the biofiltration vault. The excess runoff released by the pop-up emitter would be absorbed by the surrounding pervious surfaces.

Meanwhile, stormwater runoff would enter the Filterra system and flow through a specially designed filter media mixture contained in a landscaped concrete container. The filter media captures and immobilizes pollutants; those pollutants are then decomposed, volatilized, and incorporated into the biomass of the Filterra system's micro/macro fauna and flora. Stormwater runoff flows through the media and into an underdrain system at the bottom of the container, where the treated water is conveyed through an eight-inch storm drain and ultimately discharged into the adjacent channel (Contech Engineered Solutions 2026).

These improvements would not expand regional stormwater facilities as the adjacent flood control channel currently has capacity to accommodate runoff generated during the Project's operational phase. In addition, the aforementioned stormwater infrastructure would improve stormwater quality and conveyance relative to existing conditions. Stormwater currently percolates into the ground without treatment, allowing contaminants to leach into the ground and local groundwater supplies. The proposed stormwater improvements would help the Project comply with Federal NPDES and County LID requirements, filter out various contaminants of concern, and result in the controlled discharge of runoff off-site into the adjacent flood control channel. Therefore, the Project would not require or result in the relocation or construction of any new or expanded stormwater drainage facilities that could cause significant environmental effects. The only stormwater drainage improvements that would be implemented are those described above, which are accounted for in the impact analyses contained throughout this IS/MND. As a result, less than significant impacts would occur.

Electric Power

Less than Significant Impact. The Project would install new electric lines on-site, which would be connected to existing off-site electrical infrastructure located along The Old Road. Southern California Edison (SCE) provides electric service to unincorporated Los Angeles County, including the Project site. As part of Project construction, all existing and proposed electrical facilities would be subject to inspection and relocation, if necessary, in accordance with all applicable standards. Electricity demand during construction would be temporary and would vary depending on the specific activities occurring at a given time. Power required for construction activities would be supplied by existing SCE infrastructure serving the Project site and its vicinity and/or by portable generators brought on-suite by the Project contractors and would not require expansion of off-site electrical facilities.

During operation, the Project would connect to and be served by existing SCE electrical infrastructure. The Project's nominal increase in electricity demand is discussed further in the Energy Section of this IS/MND. Increases in demand for electricity would be further offset with the installation of rooftop solar panels at a later date. Additionally, operational electricity demand would be minimized through compliance with the California Energy Code (Title 24, Part 6) and the California Green Building Code (Title 24, Part 11). For example, interior hallways within the self-storage facility would be equipped with motion-sensor-controlled lighting to reduce wasteful and unnecessary electricity consumption.

The Project's anticipated electricity demand would represent a nominal increase that could be accommodated by existing SCE infrastructure and would not necessitate new or expanded offsite electrical facilities. Accordingly, impacts related to electric power would be less than significant, and no mitigation is required.

Natural Gas

No Impact. SoCalGas would provide natural gas services to the Project site. However, the Project would not involve the use of natural gas. As such, no impact would occur.

Telecommunications

Less than Significant Impact. The Project would require telecommunications services typical of a self-storage facility, including telephone, internet, and security system connectivity. Telecommunications service to the Project site would be provided by AT&T, which provides service to the City of Santa Clarita.

Although Project operation would incrementally increase demand for telecommunications services, the site is located within a developed area that is currently served by existing telecommunications infrastructure. Any required connections to serve the Project would consist of minor service laterals or on-site equipment installed within or adjacent to the building footprint or existing public right-of-way. This minor increase in demand for telecommunications services could be accommodated by existing telecommunications providers serving the area through existing infrastructure and would not require the

construction of new off-site telecommunications facilities, the expansion of existing telecommunications infrastructure, or the relocation of existing facilities. As a result, Project implementation would not result in the construction or expansion of telecommunications infrastructure that could cause a significant environmental effect. Impacts related to telecommunications facilities would therefore be less than significant, and no mitigation measures are required.

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

Less than Significant Impact. Water supply for the Project would be provided by the Santa Clarita Valley Water Agency (SCV Water), which adopted its 2020 Urban Water Management Plan (UWMP) in June of 2021 in compliance with California Water Code requirements. The 2020 UWMP evaluates water supply reliability through the UWMP planning horizon under average/normal year, single-dry year, and multiple dry year (five-year) conditions, and concludes that sufficient water supplies are available to meet anticipated demands within the Agency's service area (SCV Water 2021).

The Project consists of a self-storage facility employing up to five employees and includes one onsite manager's residence. Water demand would be limited primarily to restroom use within the self-storage facility, use of the shower, faucets, and toilet within the onsite manager's residence, and outdoor landscaping, and would be nominal relative to regional supply projections evaluated in the UWMP. In addition, the Project would incorporate water-conserving plumbing fixtures and fittings, including low-flow toilets, showerheads, faucets, urinals, and drinking fountains, in accordance with Section 5.303.3 of the California Green Building Code's nonresidential mandatory measures.

Accordingly, as concluded in SCV Water's 2020 UWMP, sufficient water supplies are available to serve the Project and reasonably foreseeable future development under average/normal year, single-dry year, and multiple dry year (five-year) conditions. As a result, less than significant impacts would occur and no mitigation is required.

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

No Impact. The proposed Project would not connect to public sewer lines. Wastewater generated by the Project would be minimal, associated primarily with restrooms within the self-storage facility and the on-site manager's unit. The Project would include the installation of new sewer lines and a new Onsite Wastewater Treatment System (OWTS) and proposed leach field. Wastewater generated onsite would be conveyed via the new sewer lines to the OWTS for primary treatment and would subsequently be pumped upslope by a proposed pump station to a series of leach lines installed south of the self-storage facility, between the building footprint and the site's egress driveway.

The wastewater improvements described above would be sufficient to accommodate all sewage generated by the Project. Because all wastewater would be treated and disposed of onsite through the proposed OWTS and associated leach lines, Project implementation would not result in an increase in demand at the Saugus and Valencia Water Reclamation Plants, or an increase in effluent flowing through County sewer lines. As a result, no impact related to this threshold would occur.

d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. Site preparation (including vegetation removal and grading activities) and construction activities would generate typical construction debris including wood, paper, glass, plastic, metal, cardboard and green waste. Project construction would be in compliance with Section 5.408 (Construction Waste Reduction, Disposal, and Recycling) of the latest California Green Building Code (CALGreen). This section requires the recycling and/or salvage for reuse of a minimum of 65 percent of nonhazardous construction and demolition waste generated during construction and the preparation of a construction waste management plan. The construction waste management plan would identify the type of project; estimate the weight of materials to be recycled during construction; and indicate the vendor or facility commissioned to collect, divert, reuse, or receive the Project-specific construction materials. The construction waste management plan would be approved by the County prior to issuance of a grading permit. As such, with incorporation of regulatory compliance, construction-related solid waste impacts would be less than significant.

As stated in the City of Santa Clarita General Plan Environmental Impact Report (EIR), solid waste collection within the unincorporated areas of Los Angeles County is provided by private haulers and taken to either Chiquita Canyon Landfill or Sunshine Canyon Landfill (City of Santa Clarita 2010). However, as of January 1, 2025, the Chiquita Canyon Landfill is no longer accepting waste; therefore, solid waste generated during Project operation would be transported to and disposed of at the permitted Sunshine Canyon Landfill. Sunshine Canyon Landfill is a regional disposal facility serving Los Angeles County and receives approximately 9,000 tons of waste per day, or more than 2.5 million tons annually.

Based on the Project's CalEEMod output data (refer to Appendix B), once operational, the Project is expected to generate approximately 222 tons of solid waste per year, which includes solid waste associated with the on-site manager's unit and the self-storage facility. Solid waste generated per year by the Project during operations would represent less than one percent of Sunshine Canyon Landfill's maximum daily throughput of 9,000 tons. This level of solid waste generation would represent a small increment of overall waste generation within Los Angeles County and would not exceed the capacity of existing solid waste collection, transfer, or disposal infrastructure. In addition, the Project would be required to comply with applicable federal, state, and local solid waste laws and regulations, including the California Integrated Waste Management Act, Assembly Bills 939, 341, and 1826, Senate Bill 1383, Los Angeles County solid waste ordinances, and the Los Angeles Countywide Integrated Waste Management Plan. With compliance with applicable

regulatory requirements and use of permitted disposal facilities with adequate remaining capacity, the Project would not generate solid waste in excess of state or local standards, nor would the Project impair attainment of solid waste reduction goals. Therefore, the operational-related solid waste impacts would be less than significant.

In summary, the Project would result in a less than significant impact related to this threshold and no mitigation is required.

e) Would the project not comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. During construction and operation, the Project would be required to comply with applicable federal, state, and local laws and regulations related to solid waste management, reduction, recycling, and disposal.

During construction, the Project would comply with Section 5.408 (Construction Waste Reduction, Disposal, and Recycling) of the applicable California Green Building Standards Code (CALGreen) in effect at the time of construction. Section 5.408 requires a minimum of 65 percent of nonhazardous construction and demolition waste generated by nonresidential projects to be recycled and/or salvaged for reuse and requires preparation of a construction waste management plan. The plan would identify the type of project, estimated quantities of materials to be diverted, and the facilities or vendors that would collect, receive, reuse, or recycle applicable construction materials.

Assembly Bill 939 (Integrated Solid Waste Management Act of 1989; Public Resources Code Section 40050 et seq.) established an integrated waste management system emphasizing source reduction, recycling, composting, and environmentally safe disposal. AB 939 requires jurisdictions to reduce landfill disposal and demonstrate adequate long-term disposal capacity. Compliance with AB 939 is measured based on disposal rates relative to established targets. Solid waste generated by the Project would be managed within the existing Countywide solid waste system and would not interfere with the County's ability to comply with AB 939 requirements.

Assembly Bill 341 mandates recycling for commercial and multifamily residential land uses. The Project would include an approximately 20-square-foot waste storage area intended for office and management operations. Tenants would be prohibited from using this waste storage area through conditions incorporated into the standard lease agreement and discarded tenant items would be required to be removed offsite through separate means. Property management practices would ensure compliance with applicable recycling requirements.

Assembly Bill 1826 requires businesses and certain multifamily residences generating organic waste above specified thresholds to arrange for organic waste recycling. Organic waste includes food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper. The Project is not anticipated to generate organic waste in quantities exceeding applicable thresholds. Nevertheless, Project operation would comply with all applicable statutes regulating organic waste recycling and diversion.

With compliance with applicable solid waste management, recycling, and waste reduction statutes and regulations, the Project would not conflict with federal, state, or local solid waste management policies or goals. Therefore, no impact would occur, and no mitigation is required.

4.20 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?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐
e) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Impact Analysis

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?

Less than Significant Impact. Local and regional access to the Project site is provided by The Old Road. The Old Road would not be entirely closed during the Project's construction. The Project Applicant would be required to submit a traffic control plan to the County prior to the start of construction. Once operational, The Old Road would continue to be open and the Project would not interfere with vehicles travelling down the street. In addition, the Project's operation would not affect the use of I-5 during times of emergency evacuations or

it's use by first responders. As a result, potential impacts are considered to be less than significant and no mitigation is required.

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?

Less than Significant Impact. According to CAL FIRE, the Project site is located in a State Responsibility Area (SRA) as well as within a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE 2024). The proposed Project may be exposed to criteria pollutant emissions generated by wildland fires due to the Project site's location within, and proximity to fire hazard severity zones (the Project site is situated at the base of the Santa Susana Mountains and is located within a VHFHSZ). However, the potential impacts would not be exclusive to the Project site since criteria pollutant emissions from wildland fires may affect the entire Newhall community as well as the City of Santa Clarita and other nearby unincorporated County areas. As a result, the potential impacts are considered to be less than significant and no mitigation is required.

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?

Less than Significant Impact. The Project would include the installation of new utility lines such as storm drains, power lines, water lines, etc. These utilities lines would be located below ground surface. As a result, the potential impacts are considered to be less than significant and no mitigation is required.

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?

The Project site is located at the base of the Santa Susana Mountains. In addition, the Project site, as well as the areas located south of the site, are located within a VHFHSZ. As the Project site is located downslope of the Santa Susana Mountains, the Project may be exposed to downslope flood or landslides in the event of a rainstorm occurring after a fire.

Downslope or Downstream Flooding

Less than Significant Impact. The Project would include drainage improvements to capture and convey stormwater flows that would be designed to comply with all applicable requirements and standards, which would minimize the potential for flooding downslope of the Project site following a wildfire event. In addition, the Project would include the installation of a retaining wall along the Project site's frontage with The Old Road. As a result, the potential impacts are considered to be less than significant and no mitigation is required.

Landslides

Less than Significant Impact. The Project would include grading and the installation of retaining walls to accommodate the proposed buildings and related Project improvements. Implementation of the Project's approved grading plan, which would be required to adhere to all applicable laws and regulations, would result in stabilized slopes that would not present any significant hazards to any existing or proposed buildings due to landslides in the event of a wildfire event.

The Project's proposed buildings would be designed in accordance with all applicable requirements and standards, including provisions of the California Green Building Standards Code, which contains stringent standards regulating the design and construction of excavations, foundations, retaining walls, and other building elements to control the effects of seismic ground shaking and adverse soil conditions. Project implementation would also be required to comply with the recommendations outlined in the Geotechnical Investigation Report prepared for the Project. Based on the Geotechnical Investigation Report, the Project is geotechnically feasible provided that the recommendations in the report are reviewed and integrated in the context of the final Project design and are incorporated during the Project's construction phase.

Slope stability evaluations are included in the Geotechnical Investigation Report and provide design procedures for global and surficial stability to avoid significant damage to proposed structures from landslides or slope instability. Slope instability at the Project Site can be properly addressed with ground anchor retaining walls and a buttress fill, as specified by the Geotechnical Investigation Report (Group Delta 2023a). Compliance with the applicable laws and regulations, and adherence to the proper grading, design, and building construction methods specified in the Geotechnical Investigation Report would avoid and/or minimize, to the extent feasible, potential impacts related to landslides. In addition, the Project would be required to adhere to all other applicable federal and State laws and regulations, programs, and standards, including those set forth in the NEHRP, Alquist-Priolo Earthquake Zoning Act, SHMA, and the CBC. Furthermore, the Project would be required to adhere to applicable goals and policies in the General Plan including, among others, those set forth in the Green Element and the Safety Element, and applicable provisions of the Municipal Code, Title 9, Chapter 9. Adherence to the foregoing laws, regulations, and programs and standards would ensure that impacts with respect to landslides would be minimized. As a result, the potential impacts are considered to be less than significant and no mitigation is required.

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

Less than Significant Impact. The proposed Project is located within a VHFHSZ. As such, the Project Applicant would be required to adhere to additional requirements stipulated by the County and State for development located within VHFHSZs. In addition, the Project Applicant would be required to incorporate any design recommendations made by LACoFD as part of the plan review process. As a result, potential impacts are expected to be less than significant and no mitigation is required.

4.21 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 degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Impact Analysis

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less than Significant Impact. Potential impacts related to habitat of fish or wildlife species were discussed in the Biological Resources Section 4.4, and were all found to be less than significant. Additionally, potential impacts to cultural, archaeological and paleontological resources related to major periods of California and the County's history or prehistory were discussed in the Cultural Resources Section 4.5, and were found to be less than significant with mitigation.

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

Less than Significant Impact. The proposed Project's potential for effects on physical resources, as described in Sections 4.1 through 4.20, has been identified as below thresholds

of significance or will be reduced to below thresholds with implementation of proposed mitigation measures. As such, the incremental effects of the proposed Project would not be considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects since the project is very limited in size, is in a previously disturbed location, and will not impact the use of other contiguous parcels. Therefore, when considered with other projects, the contribution to cumulative impacts would be minimal.

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

Less than Significant Impact. As required by CEQA Guidelines Section 15065(a)(4), a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. The potential for changes to the environment that could indirectly affect human beings is represented by all of the designated CEQA issue areas (Sections 4.1 through 4.20); no resources were identified with a potential for adverse effects, either by nature of the proposed Project itself, or through commitments for proposed mitigation.

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Appendix A

Oak Tree and Oak Woodlands
Report and Design Sheet

OAK TREE and OAK WOODLANDS REPORT

SUBJECT

New Commercial Building – 24000 The Old Road
County of Los Angeles

PREPARED FOR:

TCD Development, LLC
32123 Lindero Canyon Road, Suite 220
Westlake Village, CA 91361

PREPARED BY:

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Date: August 16, 2024
Revised Date October 16, 2024
Revised Date: June 16, 2025, and December 30, 2025

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1. ASSIGNMENT

The objective of this report is to assess the condition of the site's oak trees, to discuss the potential encroachments of them, and to discuss the effect of the encroachments on their health.

2. BACKGROUND

The project will be developed on a lot that was previously occupied. A residence and industrial structure will be removed along with paved areas, etc. Oak trees were pruned for clearance sometime after my last review of the site on July 22, 2024. Tree Care Consulting was not present at the time of the pruning.

3. METHOD OF STUDY

On November 28, 2022, the subject trees were inspected using the ISA Level 2 or Basic Assessment, a ground-level, visual inspection assessing their structure and general health by means of measuring tools and tools to observe the exterior of the tree. The trees were tagged with numbered, metal tags. The condition of the trees was verified on July 22, 2024.

4. DISCUSSION – OAK TREE ORDINANCE

Oak tree #1 is in the right of way that will be mostly undisturbed. There will be encroachments on the east and west sides of the tree. On the west side, a concrete sidewalk will be installed, 11 feet from the trunk. The limit of grading will be 8 feet from the trunk. On the east side, a retaining wall will be constructed 18 feet from the trunk. The over-excavation for the wall footing might be as close as 13 feet from the trunk.

Oak tree #2 is in the northwest corner of the property, roughly 300 feet from the limit of work and will not be encroached.

Oak trees #3 and #4 are close together, are young trees, and have been growing close to the concrete channel. The current condition of these trees is that they are in good health, but the roots are growing under the concrete wall of the channel. Both trees will be removed for grading and for the construction of a proposed retaining wall. They will tend to grow with poor root structure on the channel side and will be subject to failure if they continue to grow in this situation. In addition, they will uplift the channel wall and compromise the structure of the channel. See photos.

Oak tree #5 is in the right of way that will be mostly undisturbed. There will be encroachments on the east and west sides of the tree. On the west side, a concrete sidewalk will be installed, 11 feet from the trunk. The limit of grading will be 8 feet from the trunk. On the east side, the proposed building will be 29 feet from trunk and within the dripline. The edge of the proposed 4-foot-wide concrete channel alongside the building will be 25 feet from the trunk. Pruning will be required to provide clearance from the building.

Oak tree #6 is in the right of way that will be mostly undisturbed. There will be encroachments on the east and west sides of the tree. On the west side, a concrete sidewalk will be installed, 9 feet from the trunk. The limit of grading will be 7 feet from the trunk. On the east side, the proposed building will be 30 feet trunk outside of the dripline. The limit of work will be at the limit of the protected zone, no closer than 18 feet from the trunk.

Oak tree #7 is in the right of way that will be mostly undisturbed. There will be an encroachment on the west side only of the tree. On the west side, a concrete sidewalk will be installed, 16 feet from the trunk.

The limit of grading will be 13 feet from the trunk. On the east side, all the work will be done outside of the protected zone.

Oak tree #8 is in the right of way that will be mostly undisturbed. There will be encroachments on the east and south sides of the tree. On the west side, a concrete sidewalk will be installed, 9 feet from the trunk. The limit of grading will be 7 feet from the trunk. On the south side, the limit of grading for the proposed driveway will be at the dripline, 19 feet from the trunk.

Oak tree #9 is a smaller tree proposed to be removed for the construction of the driveway entrance to the proposed building.

Oak tree #10 is in the right of way that will be mostly undisturbed. There will be an encroachment on the west side only of the tree. On the west side, a concrete sidewalk will be installed, 15 feet from the trunk. The limit of grading will be 13 feet from the trunk. On the east side, all the work will be done outside of the protected zone.

Oak tree #11 is in the right of way that will be mostly undisturbed. There will be an encroachment on the west side only of the tree. On the west side, a concrete sidewalk will be installed, 14 feet from the trunk. The limit of grading will be 11 feet from the trunk. On the east side, all of the work will be done outside of the protected zone.

Oak tree #12 is in the right of way that will be mostly undisturbed. There will be an encroachment on the west side only of the tree. On the west side, a concrete sidewalk will be installed, 14 feet from the trunk. The limit of grading will be 17 feet from the trunk. On the east side, all of the work will be done outside of the protected zone.

Oak tree #13 was removed by an unknown party probably in 2024. It was a small tree located inside the flood control area that was fenced off.

Oak tree #14 will be removed because of the risk of damaging the concrete channel wall if preserved

Oak tree #15 will be removed because of the risk of damaging the concrete channel wall if preserved.

Oak trees #16 and #17 were proposed to be removed for grading and the installation of the parking lot. They were healthy but had poor structure due to their locations because the roots could only develop on one side and the roots were prevented from growing symmetrically. In the long term, these trees were likely to fail as the trunk and crown of the trees grew so large that the poor structure of the root system would not be able to support them. In the long term, these were not viable trees. The curb of the proposed parking lot will be 1 foot from the trunks of the 2 trees and so cannot be preserved due to the damage that will occur to make the improvements. Oak trees #16 and #17 had been growing between the soil and the concrete channel wall. During demolition of the metal barn and 18-inch thick asphalt paving along the canal wall, they both became unstable and to topple toward the storm drain channel. They were tethered to prevent them from falling and causing damage to the channel wall but ultimately had to be removed due to the high risk of causing severe damage to the wall.

Oak tree #18 will not be encroached by the project.

5. SUMMARY

Of the 18 oak trees inventoried on this property for the project, 7 of them are proposed to be removed due to their locations in relation to the site grading and construction. The 7 oak trees to be removed are #3, #4, #9, #14, #15, #16, and #17.

8 Oak trees #1, #5 - #8, and #10 - #12, are located within the right of way and will be preserved. The encroachments are minor to insignificant and will not be detrimental to the long-term health of the trees. The sidewalk proposed along The Old Road will encroach each of these trees on the west side. Trees #1, #5, and #6 will be encroached on the east side and tree #8 will be encroached by the driveway grading on the south side.

Oak trees #2 and #18 will not be encroached.

6. DISCUSSION – OAK WOODLANDS CONSERVATION MANAGEMENT PLAN

Details of the Oak Woodlands Conservation Management Plan, May 2011, will be found on the County of Los Angeles website. The mitigation and monitoring plan will be fully developed after there is a plan established between the owner/applicant and the County.

A. Definitions

The County of Los Angeles adopted the *Los Angeles County Oak Woodlands Conservation Management Plan (Plan)* on August 23, 2011 and drafted the County's *Oak Woodlands Conservation Management Plan Guide (Guide)* on March 18, 2014 as an implementation document. The *Plan* was established to preserve and restore oak woodlands so they are conserved in perpetuity with no net loss. The three important objectives of the Plan are to prioritize the preservation of oak woodlands, promote conservation by integrating oak woodlands into the development process in a sustainable manner and effectively mitigate the loss of oak woodlands.

The Plan includes the following definitions for analysis of oak woodland habitat and impacts:

Oak tree is defined by the Plan as *"all native trees of the genus Quercus. This includes small shrubby oaks typically clustered on slopes, as well as individual large oaks that are naturally widely distributed across the landscape. Under California state law, oaks [that are part of a woodland] greater than 5-inch diameters at breast height (DBH) are also protected (California Public Resources Code 21083.4a)."* **Oak stand** is defined by the plan as *"a group of similar [oak] trees growing in a contiguous pattern, having sufficiently diverse age-class distribution, composition and structure, and growing on a site of sufficiently uniform quality that it is distinguishable as a unit. Stands are a basic physical unit of vegetation in the landscape and do not have a set size."* **Oak woodlands** are defined by the Plan as *"an oak stand, including its understory, which consists of two or more oak trees of at least five inches in diameter measured at 4.5 feet above mean natural grade, with greater than 10 percent canopy cover or that may have historically supported greater than 10 percent canopy cover."* **Oak Savanna** is defined as *"lightly wooded grassland, with oaks as the dominant tree species."*

B. Existing Conditions

The subject property at 24000 The Old Road is a moderately degraded oak woodland. Currently, there is single residence and large carport that was presumably used for farm machinery. The property is generally level, at the lower elevations of Gavin Canyon, with the Santa Susanna Mountains woodlands to the west and the San Gabriel Mountains to the east. The Old Road, on the west side of the property, first traversed this canyon many years ago and later, Interstate 5 was built east of the property. The property is therefore isolated from the contiguous two mountain ranges. There is a concrete flood control channel within the property along the east property line that ends and opens into a floodplain that occupies most of the north end of the property. Within the property, there is a stand of oak trees on the southern half of the property consisting of 15 *Quercus agrifolia* (coast live oaks) that form an oak woodland. They are part of the tree inventory that includes a total of 18 coast live oaks. Oak tree #2 stands alone and oaks #3 and #4 form another separate stand.

Due to the use of this property historically for farming and/or ranching, there is little natural understory in the defined oak woodland depicted on the oak tree location map. The functions of a riparian habitat that could be part of a new stand of oak trees exists in the flood plain but there are non-native species throughout that area. Some regeneration of this oak woodland has occurred shown by the side range maturity of the oak trees on the site; the oaks range from 10 to 20 years old to 50 or more years old.

C. Severity of Impact

There are 18 oak trees within the property boundary or within the road right of way. Five of these are proposed to be removed due to the design of this project. 4 of these 5 oak trees are limited in their contribution to the oak woodland because they are growing in the space between the concrete channel and the soil against the channel wall. Half of their canopy extends over the channel, which limits regeneration, and their longevity is compromised because of their trunk locations. Eight of the oak trees are in the road right of way. They will be retained within a landscape area a minimum of 25 feet wide, but regeneration will be limited due to their location along the improved roadway, The Old Road. Six young oak trees, part of this oak tree stand, are located near the flood control channel. The proposed project will have a high impact on the existing defined oak woodland because it will result in a loss of natural habitat and the fragmentation of it. Currently, the sphere of influence for each oak tree was encroached and the understory was removed. The project will encroach these spheres of influence (see oak tree map encroachment zones) and drastically reduce the opportunity for regeneration. The contiguity of the defined, limited oak woodland will be greatly reduced.

D. Level of Significance

The proposed project, a self-storage building with a driveway to access the building and parking lot, and roadway improvements, will have a significant impact on the existing moderately degraded oak woodland. Some of the impacts include loss of a significant area of oak woodland, the loss of understory species or, more precisely, the loss of areas

that are potential sites for understory to become established, and changes to the existing environment that will reduce the chance for oak tree regeneration. This oak woodland is a fragmented part of the larger oak woodland that includes the nearly pristine oak woodlands of the Santa Susana Mountain range to the west. The initial fragmentation occurred many years ago with the construction of the roads. Within the property boundary of this proposed project, fragmentation will occur or will be increased due to project.

Project Mitigation

There are several mitigation options to restore or create a stand of oak trees that will add to or at least maintain the extent of the existing California oak woodlands. As the project plan is designed currently, there is little space to plant oak trees as mitigation and any locations within the project would not be well-suited for a viable oak woodland. In this case, one mitigation option is to plant oak trees in the 2.5 acres on the north side of the property. The riparian area that is in the Caltrans drainage easement can be improved by removing non-native species and encouraging native riparian species and species associated with oak woodlands. The area outside of the drainage area could sustain oak trees as well as other associated species. Other mitigation options are to plan a strategy to restore an off-site, degraded oak woodland in the vicinity or pay an in-lieu fee, based on the value of the oak resource lost because of the project, that would go to a special fund for the purpose of restoring oak woodlands.

E. Mitigation Monitoring

When a plan is agreed upon, there will be required a 7-year monitoring program that will commence after the implementation of the oak woodland restoration. The monitoring program will include an assessment of the initial condition of the mitigation site, a detailed description of the measures to be taken to develop the woodland, and measurable performance standards, to be documented, to achieve within the 7-year mitigation period. The organization or firm to be responsible for carrying out the monitoring must be identified. After 7 years of monitoring, the implementation of the mitigation program must have achieved its goal. If not, there must be a contingency plan to continue the implementation if there are any setbacks in the plan. After successful completion of the goals by the end of the monitoring period, there must be a means of protecting the new oak woodlands for the long term.

7. RECOMMENDATIONS

F. Tree Protection

a. The general contractor shall be familiar with the stated tree protection measures and protected tree ordinance as set forth in the municipal or county code. The following is a brief guideline of recommendations to protect the trees.

b. The applicant's tree consultant shall be notified 48 hours prior to the commencement of any work within the protected zone of any protected tree.

c. Trees that are to be preserved on the site during construction shall be fenced at the location of their protected zones or at the limit of grading with a temporary chain link fence prior to commencement of grading. Signs shall be posted in English and Spanish to notify people that the trees are protected.

d. Trees shall be protected from being injured by grading and construction including but not limited to wounding of branches and roots, compaction of soil within the protected zone, and damage to the foliage by engine exhaust.

e. No activity, such as vehicle travel or parking, equipment and building materials storage, deposit of debris and trash or any activity that will harm the protected trees shall be allowed within the protected root zones of any protected tree at any time.

G. Pruning

a. Any pruning approved prior to commencement of work shall be executed only after the notification of the consulting arborist 48 hours prior to commencement so that he or she can observe the pruning performed.

b. Pruning required but not previously approved shall not be performed until a written request for pruning has been submitted and approved by Planning unless the branches are less than 2 inches in diameter and pruning them is deemed necessary by the consulting arborist.

c. Approved pruning shall be performed by the tree trimming contractor who must employ at least one ISA certified arborist and should be observed by the applicant's consulting arborist who shall keep Planning informed about the work being performed. Pruning wounds shall not be sealed.

H. Grading Near Protected Trees

a. Within the crown spread of the protected trees to be preserved in place, hand trenching shall be done at the limit of the proposed grading or excavation to uncover roots, allowing them to be properly and cleanly pruned prior to grade work. This work shall be done under the observation of the consulting arborist.

b. The requirement to hand-dig any approved excavation near the protected trees is designed to avoid irreparable root damage. The purpose is to locate and expose roots that must be cut and to carefully prune them, thereby, avoiding the ripping and tearing caused with the use of backhoe or other excavation equipment. Due to the scope of the improvements, the requirement for hand digging approved excavation near protected trees is sometimes impractical. Therefore, work procedures are proposed to execute the work with precise and controlled methods that avoids indiscriminate damage.

I. Preparation Phase

a. It is recommended that trees that will be encroached and preserved be watered to attain sufficient soil moisture content. This is crucial to maintain the health of the trees during grading and construction. Fencing should be in place prior to the commencement of demolition and/or grading.

b. Pruning, if any, shall be performed before grading to avoid conflict between trees and grading equipment. This action should reduce the potential for broken branches resulting from being struck by that equipment.

Protective Fencing

c. See "Tree Protection" above for the intent of the fencing plan. The trees that are to be preserved on the site shall be kept fenced during grading and construction with a 5-foot high, temporary, chain-link fence for protection at all times when construction activities are taking place. The chain-link fence shall be in place prior to the commencement of grading. A three-foot-wide pass-through opening in the fence shall be provided for maintenance access. The fence shall remain during all phases of construction. Damaged fencing shall be immediately replaced or repaired.

d. In some cases, fencing may be placed at the limit of grading or excavation to allow approved work to be done inside the protected zones. No fencing shall be removed or moved without notifying the tree consultant and without approval from the tree consultant.

J. Grading

a. The greatest potential for consequential damage to trees is from excavation for footings, utility trenching, driveway base preparation, and grading. It is not possible to develop this site without some conflict between the trees and the proposed improvements. The conflict relates to both the aerial crown and the root structure of the trees. The goal is to eliminate or at least minimize damage. This can be accomplished as follows:

b. Define the area of excavation that will occur within the protected zone of a tree. After pruning the roots at the edge of the limit of work, it may be necessary to utilize equipment to remove the soil outside of the roots that were cut. This should be done under the observation of the consulting arborist. Stop this effort upon encountering roots of significant size, 2 inches and larger. Prune roots to the required depth using standard, sterile, mechanical root pruning equipment accompanied by hand work. In the case of trenching, cut the roots on each side of the proposed trench to the required depth.

c. These methods will minimize root damage from excavation and grading equipment pulling on roots in a lateral direction from their path of travel. Pruned roots shall be hand sawn, using sterilized equipment, with a clean cut, at a 90-degree angle facing downward and shall not be sealed.

d. Place all excavation spoils outside of the driplines of the trees.

K. Other protective measures

a. Protect trees by not wounding them. Nailing anything such as grade stakes must be avoided.
b. The potential for breaking branches by mechanical equipment should be anticipated and, if encountered, the arborist should be notified with a request for an evaluation and recommendation on how to proceed.
c. It is important to leave the natural leaf litter that exists beneath trees.
d. No chemicals such as herbicides shall be used upstream and within one hundred feet of any tree protected zone.
e. Dust deposited on the foliage of trees must be washed off so that the leaves are not smothered by dust particles.

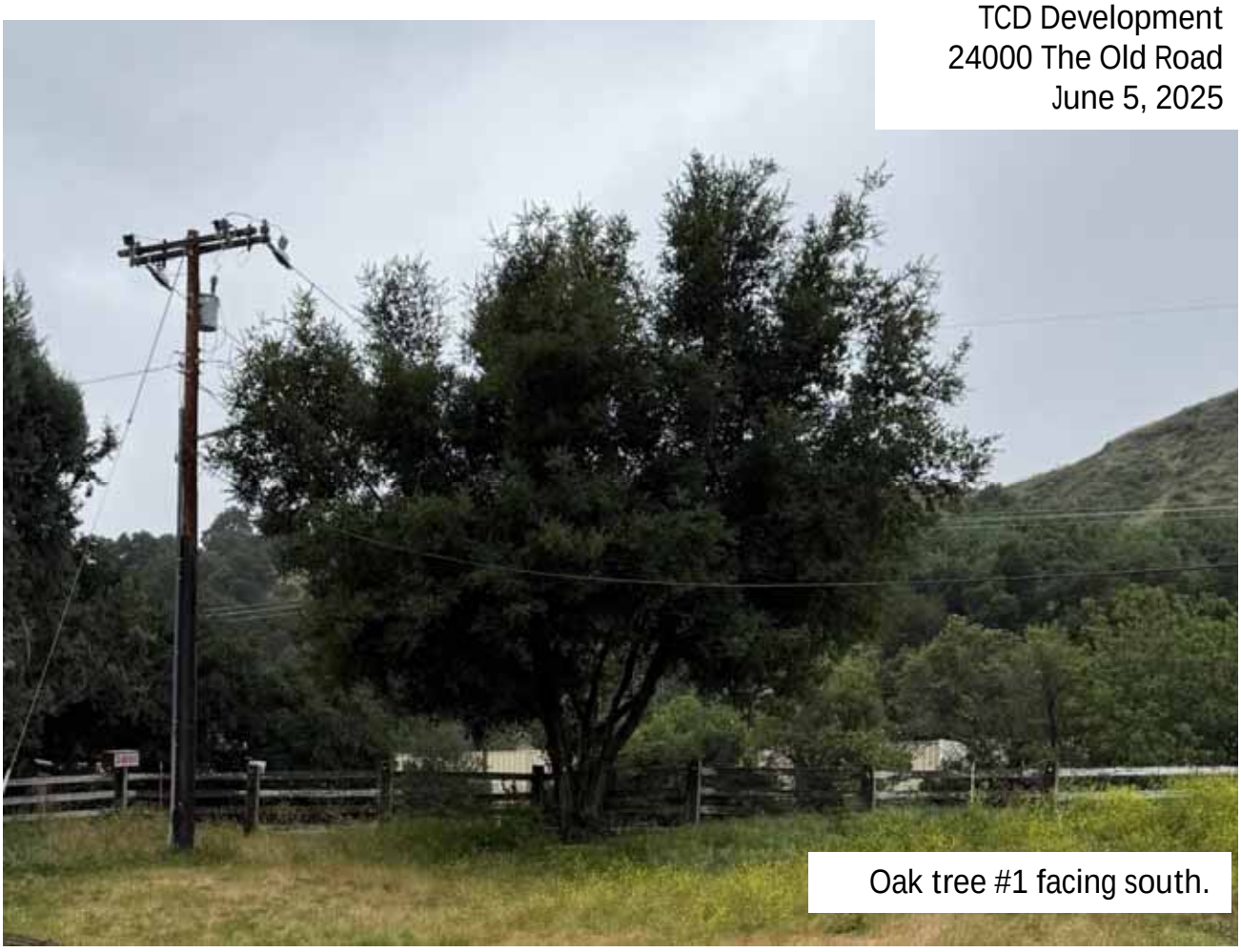
NOTICE of DISCLAIMER

The report represents the independent opinion of the signatory consultant (John Oblinger). The tree(s) discussed herein was/were generally reviewed for physical, biological function and aesthetic conditions. This examination was conducted in accordance with presently accepted industry procedures, which are ground-plane macro-visual observations only. No extensive micro-biological, soil-root excavations, upper crown examination nor internal tree investigations were conducted and therefore, the reporting herein reflects the overall visual appearance of the tree(s) on the date reviewed and no warranty is implied as to the potential failure, health, or demise of any part of or the whole tree described in the report. Records may not remain accurate after our inspection due to unknown alteration or deterioration of the reviewed site.

Respectfully submitted,

John Oblinger
ISA Certified Arborist WE-6820A
ISA Tree Risk Assessor Qualified

TCD Development
24000 The Old Road
June 5, 2025



Oak tree #1 facing south.



Oak tree #2 facing north

TCD Development
24000 The Old Road
June 5, 2025



Oak tree #3 facing north.
To be removed.



Oak tree #4 facing northeast.
To be removed.

TCD Development
24000 The Old Road
June 5, 2025

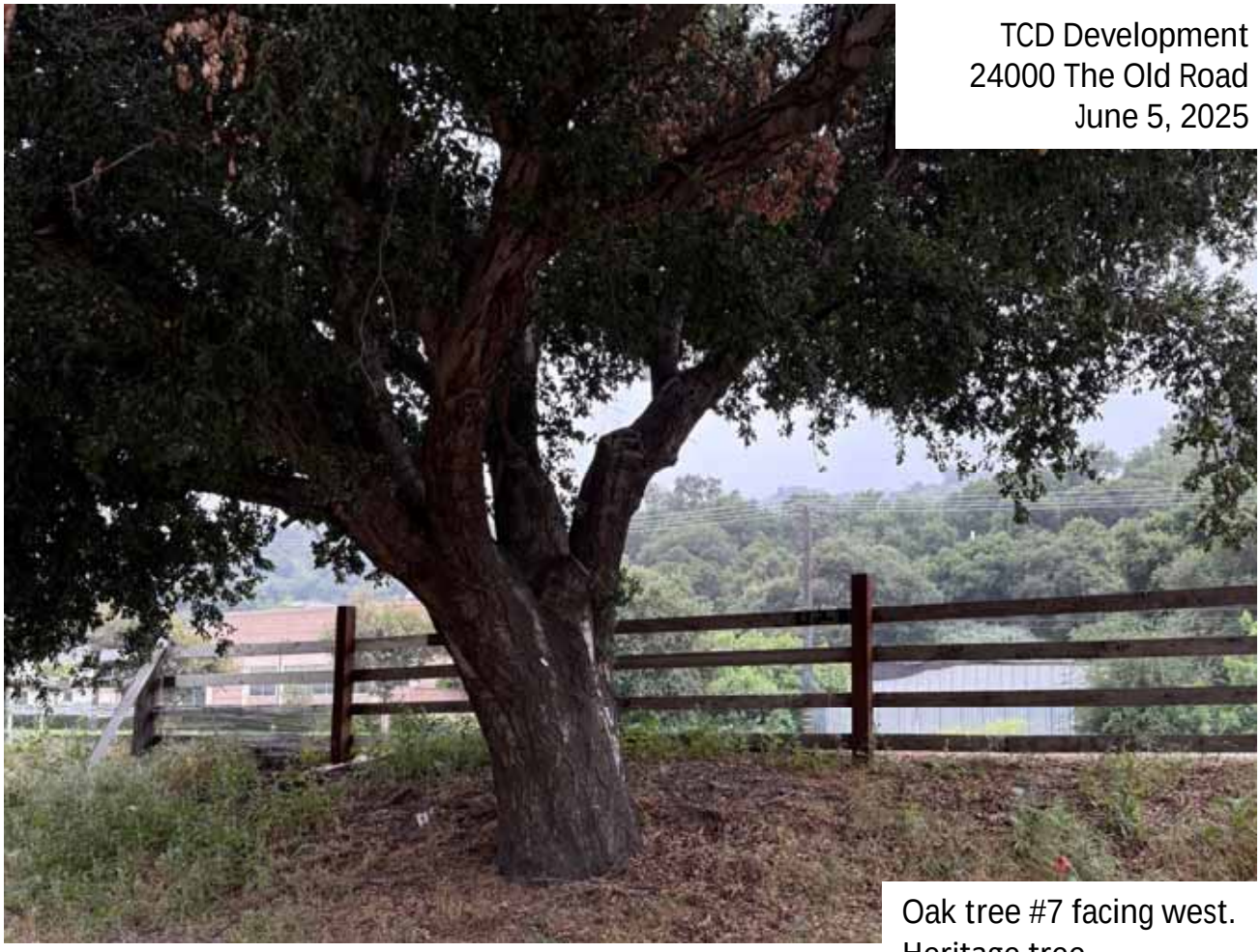


Oak tree #5 facing south.



Oak tree #6 facing south.

TCD Development
24000 The Old Road
June 5, 2025

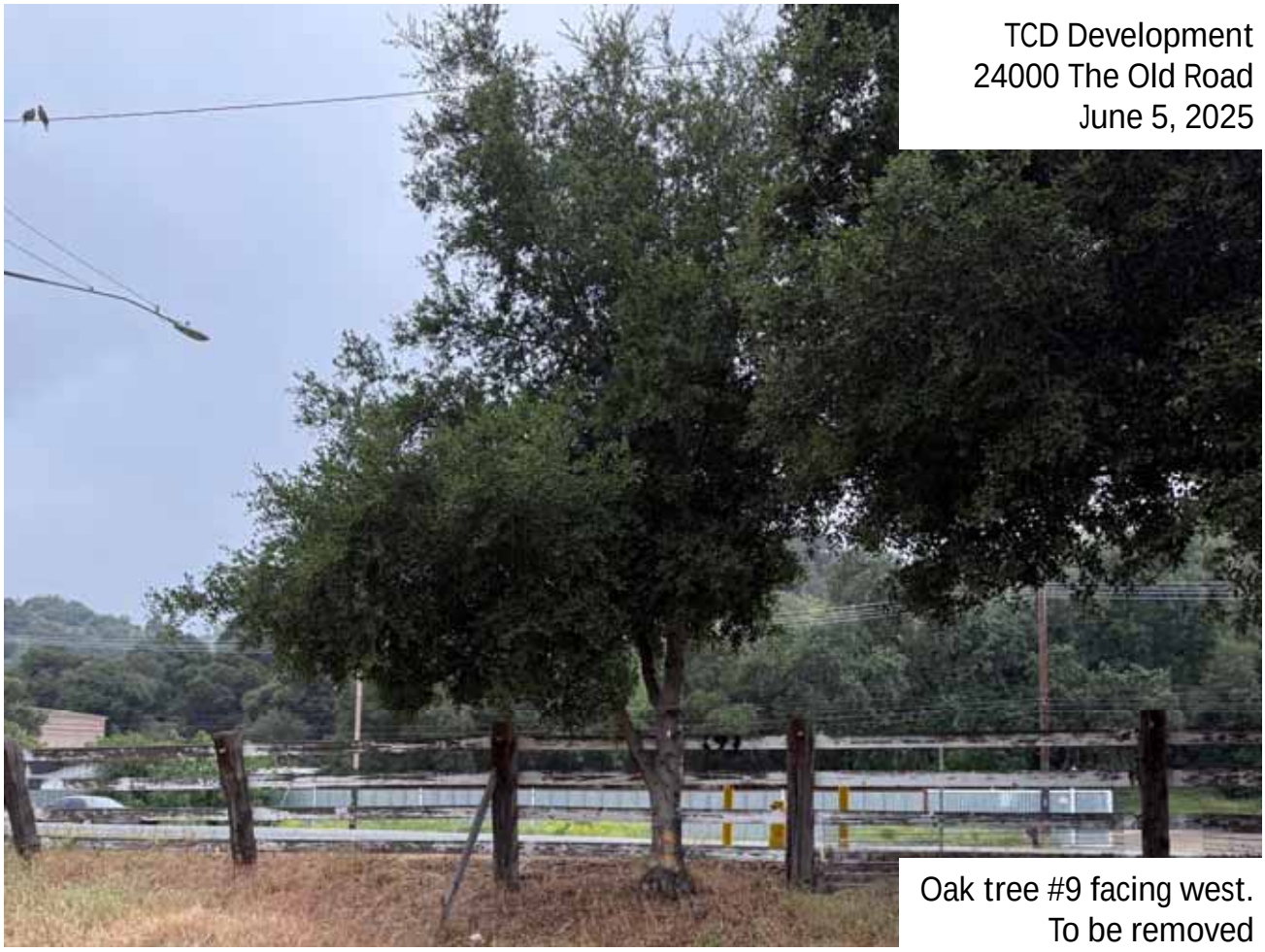


Oak tree #7 facing west.
Heritage tree.



Oak tree #8 facing west.

TCD Development
24000 The Old Road
June 5, 2025



Oak tree #9 facing west.
To be removed



Oak tree #10 facing west.
Heritage tree.

TCD Development
24000 The Old Road
June 5, 2025



Oak tree #11 facing south.



Oak tree #12 facing west.

TCD Development
24000 The Old Road
June 5, 2025



Oak tree #13 facing south, Nov. 28, 2022.



Oak tree #13, that was inside the flood control channel, was removed by an unknown party in 2024.

TCD Development
24000 The Old Road
June 5, 2025



Oak tree #14 facing east.
To be removed.



Oak tree #15 facing northeast.
To be removed.

TCD Development
24000 The Old Road
June 5, 2025



Oak tree #16 facing east.
Removed.



Oak tree #17 facing east.
Removed.

TCD Development
24000 The Old Road
November 28, 2022



Oak tree #18 facing east.

John Oblinger
ISA Certified Arborist WE-6820A
ISA Tree Risk Assessor Qualified

SUMMARY OF FIELD OBSERVATIONS

	TREE NUMBER	1	2	3	4	5	6	7	8	9	10
SPECIES	*Quercus agrifolia*	X	X	X	X		X	X	X	X	X
	Quercus lobata					X					
FORM	TREE HEIGHT	30'	10'	20'	25'	50'	40'	45'	34'	25'	40'
	CROWN SPREAD										
	UNBALANCED CROWN										
	LEAN DIRECTION										
	DBH (INCHES)	9"	2"	5"	7"	28"	16"	38"	23"	8"	42"
		8"		4"	6"		14"	24"			
		8"			6"		10"	21"			
		7"			6"		8"	19"			
		6"			6"						
RATING	HERITAGE TREE							X			X
	HEALTH	B	B	B	B	B	B	B	B	B	B
	AESTHETICS/COMFORMITY	C	B	C	C	A	C	B	B	C	A
PHYSICAL CONDITION	VIGOR(LOW/ NORM/ HIGH)	H	N	H	H	N	N	H	H	N	H
	TRUNK CAVITY	X									
	TRUNK SAP OOZE										
	DEAD/MISSING BARK										
	CUT/DAMAGED ROOTS										
	BURIED ROOT COLLAR										
	STEM GIRDLING										
	CODOMINANCE	X					X	X			X
	INCLUDED BARK	X		X	X		X				
	SAPWOOD DAMAGE/DECAY										
	CANKERS										
	FUNGAL DECAY										
	INSECT DAMAGE										
	MAINSTEM DIEBACK										
	DEAD TWIGS/BRANCHES										
	FOLIAGE (FULL/SPARSE)		S								
	WEAK ATTACHMENT(S)			X	X			X			
	BADLY PRUNED										
	BRANCH CAVITIES										
	OVER-EXTENDED BRANCH										
	EPICORMIC GROWTH	X					X	X		X	
	TERRAIN - SLOPE/FLAT	S	S	S	S	S	S	S	S	S	S
	TARGET(S) PRESENT										

Roots are growing under wall of concrete swale.

Roots are growing under wall of concrete swale.

John Oblinger
ISA Certified Arborist WE-6820A
ISA Tree Risk Assessor Qualified

SUMMARY OF FIELD OBSERVATIONS

	TREE NUMBER	11	12	13	14	15	16	17	18		
SPECIES	*Quercus agrifolia*	X	X	X	X	X	X	X	X		
	Quercus lobata										
FORM	TREE HEIGHT	18'	35'	10'	30'	50'	25'	45'	20'		
	CROWN SPREAD										
	UNBALANCED CROWN										
	LEAN DIRECTION										
	DBH (INCHES)	4" 4" 3"	28" 15"	5"	18"	16" 15" 10" 9" 7"	20"	24"	UNK		
RATING	HERITAGE TREE										
	HEALTH	B	B	B	C-	C	C	B	B		
	AESTHETICS/COMFORMITY	B	B	D	C-	C	C-	C	B		
PHYSICAL CONDITION	VIGOR(LOW/ NORM/ HIGH)	N	H	H	L	N	H	H	H		
	TRUNK CAVITY				X	X	X				
	TRUNK SAP OOZE										
	DEAD/MISSING BARK										
	CUT/DAMAGED ROOTS										
	BURIED ROOT COLLAR										
	STEM GIRDLING										
	CODOMINANCE		X			X					
	INCLUDED BARK		X								
	SAPWOOD DAMAGE/DECAY										
	CANKERS				X	X	X				
	FUNGAL DECAY										
	INSECT DAMAGE										
	MAINSTEM DIEBACK										
	DEAD TWIGS/BRANCHES				X			X			
	FOLIAGE (FULL/SPARSE)				S						
	WEAK ATTACHMENT(S)										
	BADLY PRUNED			X	X		X	X			
	BRANCH CAVITIES				X		X	X			
	OVER-EXTENDED BRANCH										
	EPICORMIC GROWTH			X	X		X	X			
	TERRAIN - SLOPE/FLAT	S	S	S	S	S	S	S	S		
	TARGET(S) PRESENT										

THIS TREE WAS REMOVED BY AN IHKNOWN PARTY IN 2024

Roots are growing under wall of concrete swale.

Roots are growing under wall of concrete swale.

Roots are growing under wall of concrete swale.

Topped.

Roots are growing under wall of concrete swale.

Roots are growing under wall of concrete swale.

John Oblinger
ISA Certified Arborist WE-6820A
ISA Tree Risk Assessor Qualified

DRIPLINE MEASUREMENTS

TREE NO.	DRIPLINE	N	NE	E	SE	S	SW	W	NW
1	HORIZ.	15'	15'	15'	15'	15'	15'	15'	15'
	VERT.	6'	6'	6'	6'	6'	6'	6'	6'
2	HORIZ.	4'	4'	4'	4'	4'	4'	4'	4'
	VERT.	4'	4'	4'	4'	4'	4'	4'	4'
3	HORIZ.	5'	5'	5'	5'	5'	6'	7'	7'
	VERT.	5'	5'	5'	5'	1'	1'	3'	5'
4	HORIZ.	8'	8'	13'	13'	8'	8'	8'	10'
	VERT.	10'	10'	10'	8'	6'	1'	1'	1'
5	HORIZ.	37'	35'	35'	35'	40'	40'	40'	38'
	VERT.	10'	9'	9'	9'	15'	15'	15'	8'
6	HORIZ.	19'	16'	20'	23'	21'	20'	20'	20'
	VERT.	12'	18'	10'	15'	15'	15'	15'	18'
7	HORIZ.	28'	30'	30'	30'	28'	28'	30'	26'
	VERT.	18'	10'	15'	12'	20'	20'	18'	15'
8	HORIZ.	20'	12'	18'	19'	19'	19'	17'	15'
	VERT.	10'	8'	8'	9'	9'	15'	13'	15'
9	HORIZ.	4'	6'	6'	8'	6'	6'	6'	4'
	VERT.	7'	7'	7'	9'	8'	8'	7'	7'
10	HORIZ.	21'	28'	22'	30'	28'	27'	27'	25'
	VERT.	10'	8'	8'	6'	15'	12'	10'	10'

John Oblinger
ISA Certified Arborist WE-6820A
ISA Tree Risk Assessor Qualified

DRIPLINE MEASUREMENTS

TREE NO.	DRIPLINE	N	NE	E	SE	S	SW	W	NW
11	HORIZ.	7'	5'	6'	9'	9'	7'	7'	9'
	VERT.	5'	5'	4'	8'	4'	5'	5'	5'
12	HORIZ.	23'	23'	28'	28'	29'	27'	25'	29'
	VERT.	10'	12'	10'	10'	18'	18'	10'	12'
13	HORIZ.	6'	6'	6'	6'	6'	6'	6'	6'
	VERT.	1'	1'	1'	1'	1'	1'	1'	1'
14	HORIZ.	19'	17'	20'	22'	13'	9'	9'	18'
	VERT.	12'	12'	12'	12'	12'	12'	12'	15'
15	HORIZ.	24'	18'	18'	35'	9'	8'	8'	24'
	VERT.	20'	20'	20'	8'	6'	7'	20'	12'
16	HORIZ.	13'	15'	18'	21'	10'	8'	6'	6'
	VERT.	10'	10'	10'	10'	8'	5'	3'	5'
17	HORIZ.	25'	25'	15'	15'	8'	8'	8'	22'
	VERT.	15'	15'	15'	6'	4'	4'	4'	10'
18	HORIZ.	10'	10'	10'	10'	10'	10'	10'	10'
	VERT.	1'	1'	1'	1'	1'	1'	1'	1'
	HORIZ.								
	VERT.								
	HORIZ.								
	VERT.								

GLOSSARY

INTRODUCTION

Familiarity with the following definitions is necessary to the basic understanding of the tree ordinance, this tree report, and of the procedures used to evaluate the trees and the site conditions. There are numerous diseases and insects that frequently attack trees. A long discourse in plant pathology or entomology is not a prerequisite to develop a basic understanding of the effects of disease and insects upon living plant tissue but a basic knowledge of disease and insects should include an understanding of the following definitions:

SPECIES/DIMENSIONS

1. **Tree Number** - each protected tree in the field has been assigned a number that corresponds to a tree location on the Tree Location Map.

2. **Species** - is the type of tree that is being evaluated.

3. **Trunk Diameter** - as measured at 4½' above mean natural grade or, traditionally, DBH (diameter at breast height). This may be altered if the measurement cannot be made at 4½' feet or if makes sense to measure above or below that point.

4. **Tree Height** - is the approximate height of each assessed tree.

5. **Crown Spread** - is the approximate, average diameter of the crown or canopy.

6. **Lean Direction** - is the direction the tree is inclined from the natural vertical position.

PHYSICAL CONDITION

1. **Vigor** - is the capacity of a tree for growth and survival. Below are the ratings:

   Low - Little new tip growth; poor leaf color; abnormal bark; much dead wood; significantly thinning foliage.
   Normal - New tip growth; good leaf color; some insect damage and twig dieback; no significant dieback;
   High - New tip growth; good leaf color; dense foliage; usually found in younger trees;

   A vigorous tree will more easily ward off disease and/or insect attacks, and should recover from impacts more quickly than a less vigorous tree.

2. **Trunk Cavity/Damage** - A cavity is a hollow area in the trunk, usually due to fire or wood decay. Damage is a damaged area on the trunk, usually due to an external (abiotic) force on the tree.

3. **Water Pocket** - pockets formed at branch crotches that can hold water and possibly weaken the tree's structure (possible hazard).

4. **Trunk Sap Ooze** - the exudation of liquid, usually from wounds; trunk sap ooze.

5. **Codominance** – equal in size and importance, usually associated with either trunks/stems or scaffold limbs/branches in the crown. Often can and should be corrected by pruning.

6. **Included Bark** - bark that is embedded between a branch and its parent stem or between codominant stems causing a weak attachment.

7. **Buried Root Collar** - the root collar is the transition area between the bark and the trunk. Burying the root collar may lead to fungal infection.

8. **Fungal Disease** - diseases that attack live tissue/external signs (i.e. mushrooms, conks) of internal wood decay.

GLOSSARY

9. **Insect Damage** - is some form of damage to the parts of the tree caused by insects or mites (e.g. scale, caterpillars, weevils, borers, mites, etc.).

10. **Mainstem Dieback** - death of healthy mainstems from the growing tip back.

11. **Twig/Branch Dieback** - death of twigs from the growing tip back.

12. **Thin Foliage** - defoliation and twig dieback throughout the canopy.

13. **Weak Attachments** - poorly formed branch connection at a crotch.

14. **Branch Cavities** - hollow areas in the limbs in the crown, usually due to the decay of wood.

15. **Over-extended Branch** - a large branch usually growing horizontally that may have excessive end weight and that exerts tremendous stress on its attachment. Can be corrected with reduction pruning.

16. **Epicormic Growth** - growth from adventitious buds along trunk and/or main limbs, rather than on twigs usually due to stress or poor pruning.

17. **Terrain** - refers to the general topography of the land where the tree is found.

RATING

1. **Heritage** - can vary in definition by agency but generally indicates a tree of significant size and age.

2. The **Health** of the trees was visually determined from a macroscopic inspection of signs and symptoms of disease. The following describes our rating system:

   A - Outstanding - A healthy and vigorous tree characteristic of its species and free of any significant visible signs of disease or insect damage;
   B - Above Average - A healthy and vigorous tree. However, there are minor visible signs of disease and insect damage;
   C - Average - Although healthy in overall appearance, there is a normal amount of disease and/or insect damage;
   D - Below Average/Poor* - This tree is characterized by exhibiting a greater degree of disease and/or insect damage or loss of structural integrity than normal and appears to be in a state of decline. This tree also exhibits extensive signs of dieback;
   F - Dead* - This tree exhibits no signs of life at the time of field evaluation.
   *A tree rating of "D" and lower is in a low stage of vigor and naturally a meaningful level of recovery is doubtful. Removal should be considered if it is within the proposed project development.

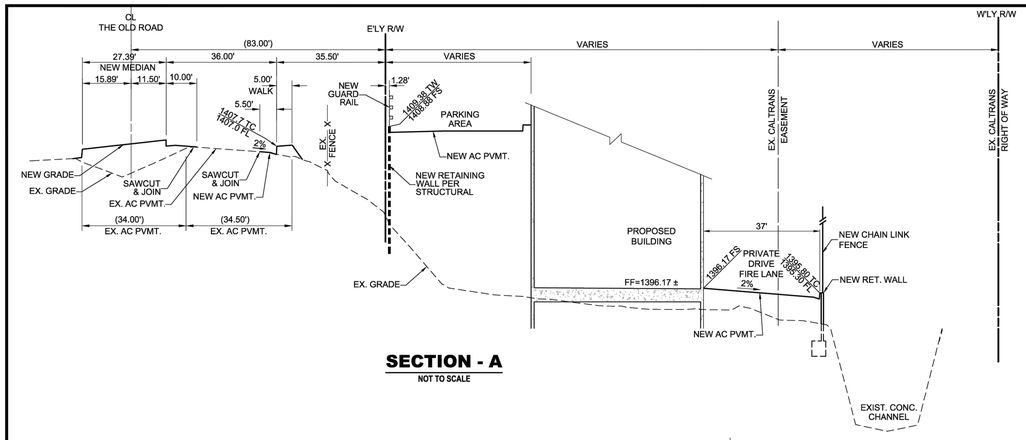
3. The **Aesthetic/Conformity** quality of the trees was visually determined from an overall inspection of appearance. The following describes our system:

   A. **Outstanding** - The tree is visually symmetrical, having the ideal form and appearance for the species;
   B. **Above Average** - The tree, though may not be perfectly symmetrical, has a nearly ideal form for the species with very little dieback of foliage or twigs and branches;
   C. **Average** - The tree has some asymmetry for the species with some defects that can be corrected and/or has some dieback of foliage and twigs and branches;
   D. **Poor** - The tree has few positive characteristics that probably cannot be corrected and may detract from the beauty of the landscape.

GLOSSARY

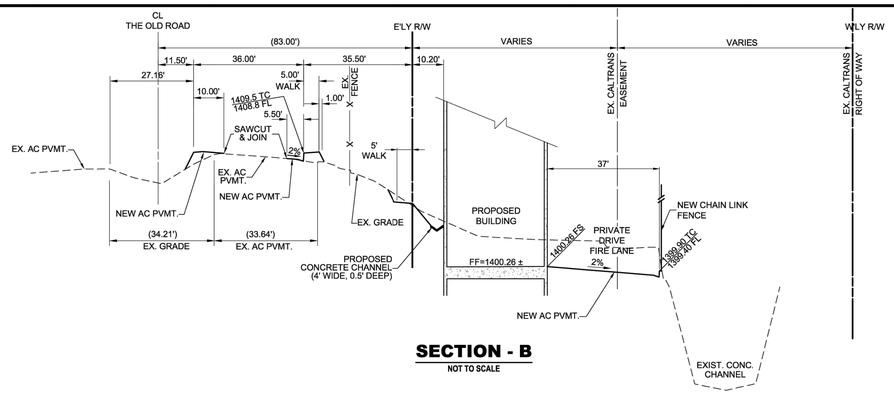
REMARKS (Some other terms that may be used)

1. **Bark Beetle Frass** – are wood fragments (dust) mixed in the insect's excrement produced by boring.
2. **Basal Growth** – is leaf growth generated from the base of the trunk.
3. **Cable/Brace** – provides support to relieve stress on a weak part of the tree (e.g. where two trunks form a "V" crotch.
4. **Cankers** – are rough swellings with depressed centers resulting in death of tissue that later cracks open and exposes the wood underneath in twigs, branches, and/or trunks. May be a sign of fungal damage.
5. **Chlorotic Leaves** – leaf veins remain normally green but the tissue between veins becomes yellow. Usually caused by nutrient deficiencies.
6. **Compartmentalization** – Physiological process in trees that creates the chemical and physical boundaries that act to limit the spread of disease and the decay organisms. Often seen where branches have been pruned properly.
7. **Crown** – parts of the tree above the trunk, including leaves, branches, and scaffold branches.
8. **Crown-clean pruning** – removal of dead, dying, diseased, rubbing, and structurally unsound branches, etc.
9. **Crown reduction pruning** – Removal of large branches and/or cutting back to large laterals to reduce the height or spread of the crown; sometimes referred to as “drop crotch” pruning or “natural pruning.”
10. **Exfoliating Bark** – the flaking off of bark from trunk, branches and/or twigs.
11. **Exposed Buttress Roots** – when soil is absent at the base of the tree exposing large roots at trunk flare.
12. **Fire Damage** – each tree may be rated on the amount of burn it has received.
13. **Heart Rot** – decay in the center of the tree (heartwood).
14. **Lion-tailing** – an improper pruning technique where internal foliage and branches are removed, leaving twigs and foliage concentrated at the branch ends.
15. **Mistletoe** – is a leafy evergreen, perennial parasite with dark green leathery leaves.
16. **Multiple stems/branches** – single location where several branches are attached often creating weak attachments.
17. **Powdery Mildew** – a white powdery fungus on leaves often found when new growth becomes wet for long periods of time; leaves may be distorted, stunted and drop prematurely.
18. **Reduction cuts** – cutting a branch back to a live lateral branch which will take over as the new end of that branch.
19. **Removal cuts** – a thinning cut back to the trunk or the parent stem (branch) that preserves the branch collar.
20. **Scaffold limb** – A primary structural branch of the crown.
21. **Stub cuts** – an improper pruning technique that leaves a stub that may lead to structural defects.
22. **Topping** – the improper pruning of large limbs, usually growing vertically, to reduce the height of a tree.
23. **Witches Broom** – is an abnormal growth cluster of twigs that may be caused by pruning, insects, mites, fungus, etc.



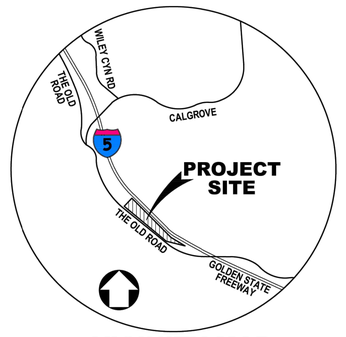
SECTION - A

NOT TO SCALE



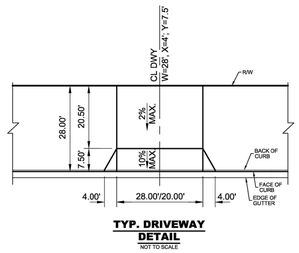
SECTION - B

NOT TO SCALE



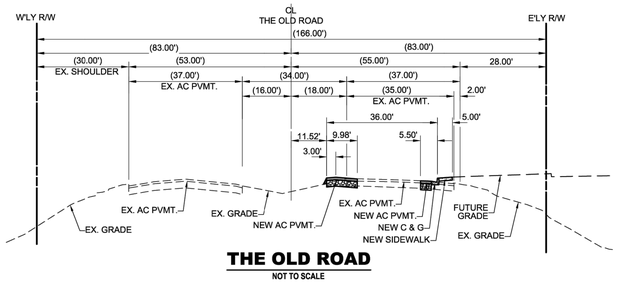
VICINITY MAP

NOT TO SCALE



TYP. DRIVEWAY DETAIL

NOT TO SCALE



THE OLD ROAD

NOT TO SCALE

EARTHWORK SUMMARY

RAW CUT	1,500 CY	RAW FILL	4,400 CY
OVER-EXCAVATE	CY	REPLACE (+10% SHRINKAGE)	440 CY
TOTAL CUT	1,500 CY	TOTAL FILL	4,840 CY
EXPORT	CY	IMPORT	3,340 CY

THE ABOVE LISTED QUANTITIES REFLECT THE ENGINEER'S ESTIMATE OF THE ACTUAL VOLUMES OF MATERIAL CUT AND FILLED. THESE QUANTITIES ARE FOR SCHEMATIC DESIGN PURPOSES ONLY. THE ESTIMATE WILL BE REVISED FOR BONDING PURPOSES DURING THE CONSTRUCTION DESIGN PHASE. THE CONTRACTOR IS RESPONSIBLE FOR COMPUTING HIS OWN QUANTITIES FOR CONTRACT PURPOSES. SHRINKAGE, SWELL, SUBSIDENCE, AND ANY REMOVALS ARE BASED ON DATA OBTAINED FROM THE SOILS REPORT. FIELD CONDITIONS DURING CONSTRUCTION MAY VARY RESULTING IN ACTUAL EARTHWORK QUANTITIES DIFFERENT FROM THOSE ESTIMATES ABOVE. GRADE ADJUSTMENTS MAY BE REQUIRED DURING CONSTRUCTION TO ACHIEVE A BALANCED DESIGN.

LEGEND:

EXISTING		PROPOSED
1400	CONTOUR	1400
X X	FENCE	X X
	GUARD RAIL	
SD	STORM DRAIN	SD
W	WATER LINE	
	FIRE LINE	FW
SS	SANITARY SEWER	SS
E OH	OVERHEAD ELECTRIC	
T	TELEPHONE LINE	
FO	FIBER OPTIC LINE	
G	GAS LINE	
OIL	OIL LINE	
	CALCULATED 100 YR FLOODPLAIN (PER APPROVED HYDROLOGY)	FP
	CALCULATED COUNTY FLOODPLAIN (PER APPROVED HYDROLOGY)	FP
	FEMA ZONE A LIMITS	FEMA
	FLOOD WAY	
	LIMITS OF GRADING	
	FIRE HYDRANT	
	AREA DRAIN	
	BIOFILTRATION DEVICE	
	SEPTIC TANK	
	LEACH FIELD	
	AC PAVEMENT	
	CONCRETE PAVEMENT	
5' SETBACK FROM DRIPLINE	OAK TREE (TO BE PROTECTED)	
	SIDEWALK	

PROJECT INFORMATION:

PROPERTY INFORMATION

PROPERTY ADDRESS: 24000 THE OLD ROAD
NEWHALL, CA 91321

TRACT/ PARCEL MAP No. 6771 LOT/ PARCEL No. 4

PROPERTY OWNER: THE OLD ROAD SELF STORAGE, LLC

ASSESSORS ID NUMBER(S): 2826-023-026

ZONING, REGIONAL PLANNING

PROPERTY ZONING: M-1

OWNER:
24000 THE OLD ROAD SELF STORAGE, LLC
32123 LINDERO CANYON ROAD, SUITE 220
WESTLAKE VILLAGE, CA 91361
TEL: (818) 874 9345
CONTACT: THOMAS C. D. WONG

ARCHITECT:
VALLI ARCHITECTURAL GROUP
27405 PUERTA REAL - SUITE 235
MISSION VIEJO, CA 92691
TEL: (949) 349 1777
CONTACT: ARIEL VALLI

CIVIL ENGINEER:
PSOMAS
27220 TURNBERRY LANE, SUITE 190
VALENCIA, CA 91355
TEL: (661) 219 6000
www.psomas.com
CONTACT: DAVID MARTIN

BENCHMARK

VL 45535

RDBM TAG IN CONC. HDWL 61' W/O C/L THE OLD ROAD
0.2 MI S/O NLY DRIVE TO POST OFFICE

ELEV. 1405.017 FT ADJUSTMENT 2009 NAVD 88

SHEET 2

SHEET 3

SHEET 4

TREE TAG #
TREE DRIPLINE
TREE PROTECTED ZONE
TREE TRUNK LOCATION

T.G. 4640, G 4-5

FEET
50 25 0 25 50 100
1 1/2 0 1/2 1 2
INCHES

Prepared By:

December 30, 2025
Tree Care Consulting
John Oblinger
ISA Certified Arborist WE-6820A
ISA Tree Risk Assessor Qualified

OVERALL SITE PLAN

SCALE: 1" = 50'

OAK TREE LOCATION MAP

APPROVED GAIL FARBER, DIRECTOR OF PUBLIC WORKS
BY _____ ASSISTANT DEPUTY DIRECTOR DATE

RECOMMENDED LAND DEVELOPMENT DIVISION
BY _____ ASSISTANT DIVISION ENGINEER DATE

SUBMITTED
BY _____ SUBDIVISION PLAN CHECKING SECTION DATE

NO.	REVISION	REVISED BY	APPROVED BY	DATE

REGISTERED PROFESSIONAL ENGINEER
DAVID S. MARTIN
No. C 74143
Exp. 06-30-2021
CIVIL
STATE OF CALIFORNIA
DAVID MARTIN DATE

24000 THE OLD ROAD
CONCEPTUAL GRADING PLAN
COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS

PLANS PREPARED BY:
PSOMAS
27220 Tumberry Lane, Suite 190
Valencia, CA 91355
(661) 219-6000 (661) 775-2718 fax
www.psomas.com

900 S. FREMONT AVENUE | DATE: 11/08/2019 | SHEET 1 OF 4

V:\1TC\D01010\DGN\RE\XHIBIT\CD-07_Overall Site plan.dwg - Tab: 01_Overall By: tcustodio on Nov. 25, 2019 at 03:35 pm

Appendix B

Air Quality and Greenhouse Gas Emissions Modeling Data – CalEEMod Inputs and Outputs

Old Road Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Old Road
Construction Start Date	6/1/2026
Operational Year	2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50000
Precipitation (days)	16.0000
Location	24000 The Old Rd, Newhall, CA 91321, USA
County	Los Angeles-South Coast
City	Unincorporated
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	3603
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.41

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
User Defined Commercial	6.01000	User Defined Unit	5.26000	94,668.0	16,448.0	—	—	Self Storage

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.83822	6.35259	9.34462	0.01653	0.28310	0.30268	0.48674	0.26046	0.07651	0.29875	1.90318	2,056.47
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	21.0134	8.83469	10.2874	0.02220	0.30687	0.36803	0.67490	0.27939	0.09183	0.37122	0.05534	2,726.51
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.54369	2.73189	3.20136	0.00650	0.09819	0.10786	0.20605	0.08954	0.02678	0.11631	0.26383	801.768
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.46422	0.49857	0.58425	0.00119	0.01792	0.01968	0.03760	0.01634	0.00489	0.02123	0.04368	132.742

2.2. Construction Emissions by Year

2.2.1. Total Construction Emissions by Year, Unmitigated

Includes both onsite and offsite emissions.

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.83822	6.35259	9.34462	0.01653	0.28310	0.30268	0.48674	0.26046	0.07651	0.29875	1.90318	2,056.47

2027	0.58304	5.89566	6.05371	0.01653	0.17334	0.30268	0.47602	0.15975	0.07651	0.23626	1.77571	2,042.56
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.23788	8.83469	10.2874	0.02220	0.30687	0.36803	0.67490	0.27939	0.09183	0.37122	0.05534	2,726.51
2027	21.0134	5.94884	6.19477	0.01653	0.17334	0.36803	0.54137	0.15975	0.09183	0.25158	0.05145	2,095.72
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.31828	2.73189	3.20136	0.00650	0.09819	0.10786	0.20605	0.08954	0.02678	0.11631	0.26383	801.768
2027	2.54369	1.39522	1.43375	0.00388	0.04071	0.07802	0.11873	0.03752	0.01958	0.05710	0.19037	485.507
Annual	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.05809	0.49857	0.58425	0.00119	0.01792	0.01968	0.03760	0.01634	0.00489	0.02123	0.04368	132.742
2027	0.46422	0.25463	0.26166	0.00071	0.00743	0.01424	0.02167	0.00685	0.00357	0.01042	0.03152	80.3812

2.2.2. Onsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.79219	6.30409	8.53732	0.01304	0.28310	0.00000	0.28310	0.26046	0.00000	0.26046	0.00000	1,371.59
2027	0.52240	5.34010	5.02986	0.01304	0.16985	0.00000	0.16985	0.15626	0.00000	0.15626	0.00000	1,371.58
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
2026	1.15819	8.19867	9.03120	0.01871	0.29989	0.00000	0.29989	0.27590	0.00000	0.27590	0.00000	1,987.39
2027	20.9369	5.34010	5.02986	0.01304	0.16985	0.00000	0.16985	0.15626	0.00000	0.15626	0.00000	1,371.58
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.29416	2.55293	2.80892	0.00555	0.09629	0.00000	0.09629	0.08859	0.00000	0.08859	0.00000	590.685
2027	2.52768	1.25403	1.18118	0.00306	0.03989	0.00000	0.03989	0.03670	0.00000	0.03670	0.00000	322.093
Annual	—	—	—	—	—	—	—	—	—	—	—	—

2026	0.05368	0.46591	0.51263	0.00101	0.01757	0.00000	0.01757	0.01617	0.00000	0.01617	0.00000	97.7947
2027	0.46130	0.22886	0.21557	0.00056	0.00728	0.00000	0.00728	0.00670	0.00000	0.00670	0.00000	53.3262

2.2.3. Offsite Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.06237	0.58380	1.09759	0.00349	0.00698	0.30268	0.30965	0.00349	0.07651	0.08000	1.90318	684.876
2027	0.06065	0.55557	1.02385	0.00349	0.00349	0.30268	0.30617	0.00349	0.07651	0.08000	1.77571	670.974
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.07969	0.63602	1.25623	0.00349	0.00698	0.36803	0.37501	0.00349	0.09183	0.09532	0.05534	739.126
2027	0.07652	0.60875	1.16491	0.00349	0.00349	0.36803	0.37152	0.00349	0.09183	0.09532	0.05145	724.136
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.02412	0.17897	0.39243	0.00095	0.00190	0.10786	0.10976	0.00095	0.02678	0.02773	0.26383	211.083
2027	0.01601	0.14119	0.25257	0.00082	0.00082	0.07802	0.07884	0.00082	0.01958	0.02040	0.19037	163.414
Annual	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.00440	0.03266	0.07162	0.00017	0.00035	0.01968	0.02003	0.00017	0.00489	0.00506	0.04368	34.9473
2027	0.00292	0.02577	0.04609	0.00015	0.00015	0.01424	0.01439	0.00015	0.00357	0.00372	0.03152	27.0550

2.3. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.34675	0.67645	8.64087	0.01307	0.03603	1.04963	1.08567	0.03379	0.26661	0.30040	3.50249	3,880.56

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.66613	0.67535	4.09945	0.01236	0.02872	1.04963	1.07836	0.02826	0.26661	0.29487	0.09081	3,813.09
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.12671	0.70383	7.04153	0.01265	0.03373	1.03889	1.07262	0.03204	0.26393	0.29597	1.51235	3,839.06
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.57062	0.12845	1.28508	0.00231	0.00616	0.18960	0.19575	0.00585	0.04817	0.05401	0.25039	635.600

2.4. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.38829	0.35186	4.28011	0.01109	0.00668	1.04963	1.05632	0.00622	0.26661	0.27283	3.50249	1,150.80
Area	2.94251	0.03464	4.11722	0.00025	0.00731	—	0.00731	0.00553	—	0.00553	—	16.9921
Energy	0.01595	0.28994	0.24355	0.00174	0.02204	—	0.02204	0.02204	—	0.02204	—	2,287.62
Water	—	—	—	—	—	—	—	—	—	—	—	5.85248
Waste	—	—	—	—	—	—	—	—	—	—	—	419.293
Total	3.34675	0.67645	8.64087	0.01307	0.03603	1.04963	1.08567	0.03379	0.26661	0.30040	3.50249	3,880.56
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.38379	0.38541	3.85590	0.01062	0.00669	1.04963	1.05632	0.00622	0.26661	0.27284	0.09081	1,100.33
Area	2.26640	—	—	—	—	—	—	—	—	—	—	—
Energy	0.01595	0.28994	0.24355	0.00174	0.02204	—	0.02204	0.02204	—	0.02204	—	2,287.62
Water	—	—	—	—	—	—	—	—	—	—	—	5.85248
Waste	—	—	—	—	—	—	—	—	—	—	—	419.293
Total	2.66613	0.67535	4.09945	0.01236	0.02872	1.04963	1.07836	0.02826	0.26661	0.29487	0.09081	3,813.09

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.38127	0.39016	3.97797	0.01074	0.00668	1.03889	1.04557	0.00622	0.26393	0.27015	1.51235	1,114.65
Area	2.72949	0.02373	2.82001	0.00017	0.00501	—	0.00501	0.00379	—	0.00379	—	11.6384
Energy	0.01595	0.28994	0.24355	0.00174	0.02204	—	0.02204	0.02204	—	0.02204	—	2,287.62
Water	—	—	—	—	—	—	—	—	—	—	—	5.85248
Waste	—	—	—	—	—	—	—	—	—	—	—	419.293
Total	3.12671	0.70383	7.04153	0.01265	0.03373	1.03889	1.07262	0.03204	0.26393	0.29597	1.51235	3,839.06
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.06958	0.07120	0.72598	0.00196	0.00122	0.18960	0.19082	0.00114	0.04817	0.04930	0.25039	184.543
Area	0.49813	0.00433	0.51465	0.00003	0.00091	—	0.00091	0.00069	—	0.00069	—	1.92687
Energy	0.00291	0.05291	0.04445	0.00032	0.00402	—	0.00402	0.00402	—	0.00402	—	378.742
Water	—	—	—	—	—	—	—	—	—	—	—	0.96895
Waste	—	—	—	—	—	—	—	—	—	—	—	69.4187
Total	0.57062	0.12845	1.28508	0.00231	0.00616	0.18960	0.19575	0.00585	0.04817	0.05401	0.25039	635.600

3. Construction Emissions Details

3.1. Site Preparation (2026)

3.1.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.59644	4.44894	5.61079	0.00786	0.22453	—	0.22453	0.20656	—	0.20656	—	854.220
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01634	0.12189	0.15372	0.00022	0.00615	—	0.00615	0.00566	—	0.00566	—	23.4033
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00298	0.02224	0.02805	0.00004	0.00112	—	0.00112	0.00103	—	0.00103	—	3.87468
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.1.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02761	0.02910	0.48438	0.00000	0.00000	0.09803	0.09803	0.00000	0.02298	0.02298	0.34382	103.124
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00075	0.00097	0.01185	0.00000	0.00000	0.00266	0.00266	0.00000	0.00062	0.00062	0.00407	2.71428
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00014	0.00018	0.00216	0.00000	0.00000	0.00049	0.00049	0.00000	0.00011	0.00011	0.00067	0.44938
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.2. Grading (2026)

3.2.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.79219	6.30409	8.53732	0.01185	0.28310	—	0.28310	0.26046	—	0.26046	—	1,287.70
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.09767	0.77722	1.05255	0.00146	0.03490	—	0.03490	0.03211	—	0.03211	—	158.758
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01782	0.14184	0.19209	0.00027	0.00637	—	0.00637	0.00586	—	0.00586	—	26.2841
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.2.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.04602	0.04850	0.80731	0.00000	0.00000	0.16339	0.16339	0.00000	0.03830	0.03830	0.57303	171.873
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00561	0.00730	0.08890	0.00000	0.00000	0.01994	0.01994	0.00000	0.00467	0.00467	0.03056	20.3571
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00102	0.00133	0.01622	0.00000	0.00000	0.00364	0.00364	0.00000	0.00085	0.00085	0.00506	3.37035
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.3. Building Construction (2026)

3.3.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52927	5.51152	5.04964	0.01304	0.17708	—	0.17708	0.16292	—	0.16292	—	1,371.59
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52927	5.51152	5.04964	0.01304	0.17708	—	0.17708	0.16292	—	0.16292	—	1,371.59
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14397	1.49922	1.37358	0.00355	0.04817	—	0.04817	0.04432	—	0.04432	—	373.095
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02627	0.27361	0.25068	0.00065	0.00879	—	0.00879	0.00809	—	0.00809	—	61.7701
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.3.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04786	0.05044	0.83960	0.00000	0.00000	0.16992	0.16992	0.00000	0.03983	0.03983	0.59595	178.748
Vendor	0.01450	0.53336	0.25799	0.00349	0.00698	0.13275	0.13973	0.00349	0.03668	0.04017	1.30724	506.128
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04758	0.05660	0.71650	0.00000	0.00000	0.16992	0.16992	0.00000	0.03983	0.03983	0.01547	169.017
Vendor	0.01382	0.55764	0.26415	0.00349	0.00698	0.13275	0.13973	0.00349	0.03668	0.04017	0.03393	505.102
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01286	0.01676	0.20398	0.00000	0.00000	0.04575	0.04575	0.00000	0.01072	0.01072	0.07012	46.7115
Vendor	0.00385	0.15256	0.07111	0.00095	0.00190	0.03580	0.03770	0.00095	0.00990	0.01085	0.15336	137.500
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00235	0.00306	0.03723	0.00000	0.00000	0.00835	0.00835	0.00000	0.00196	0.00196	0.01161	7.73362

Vendor	0.00070	0.02784	0.01298	0.00017	0.00035	0.00653	0.00688	0.00017	0.00181	0.00198	0.02539	22.7648
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.4. Building Construction (2027)

3.4.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52240	5.34010	5.02986	0.01304	0.16985	—	0.16985	0.15626	—	0.15626	—	1,371.58
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52240	5.34010	5.02986	0.01304	0.16985	—	0.16985	0.15626	—	0.15626	—	1,371.58
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12268	1.25403	1.18118	0.00306	0.03989	—	0.03989	0.03670	—	0.03670	—	322.093
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02239	0.22886	0.21557	0.00056	0.00728	—	0.00728	0.00670	—	0.00670	—	53.3262
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.4.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04614	0.04485	0.78084	0.00000	0.00000	0.16992	0.16992	0.00000	0.03983	0.03983	0.53832	175.318
Vendor	0.01450	0.51071	0.24301	0.00349	0.00349	0.13275	0.13624	0.00349	0.03668	0.04017	1.23738	495.656
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04528	0.05603	0.66162	0.00000	0.00000	0.16992	0.16992	0.00000	0.03983	0.03983	0.01395	165.695
Vendor	0.01382	0.53117	0.24882	0.00349	0.00349	0.13275	0.13624	0.00349	0.03668	0.04017	0.03213	494.712
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01063	0.01316	0.16328	0.00000	0.00000	0.03949	0.03949	0.00000	0.00925	0.00925	0.05448	39.5294
Vendor	0.00333	0.12549	0.05779	0.00082	0.00082	0.03091	0.03172	0.00082	0.00855	0.00937	0.12537	116.257
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00194	0.00240	0.02980	0.00000	0.00000	0.00721	0.00721	0.00000	0.00169	0.00169	0.00902	6.54454
Vendor	0.00061	0.02290	0.01055	0.00015	0.00015	0.00564	0.00579	0.00015	0.00156	0.00171	0.02076	19.2477
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.5. Paving (2026)

3.5.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.24964	2.68715	3.98156	0.00567	0.12281	—	0.12281	0.11298	—	0.11298	—	615.795
Paving	0.37928	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01436	0.15460	0.22908	0.00033	0.00707	—	0.00707	0.00650	—	0.00650	—	35.4293
Paving	0.02182	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.00262	0.02822	0.04181	0.00006	0.00129	—	0.00129	0.00119	—	0.00119	—	5.86572
Paving	0.00398	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.5.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01830	0.02177	0.27558	0.00000	0.00000	0.06535	0.06535	0.00000	0.01532	0.01532	0.00595	65.0067
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.00105	0.00136	0.01659	0.00000	0.00000	0.00372	0.00372	0.00000	0.00087	0.00087	0.00570	3.79999
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00019	0.00025	0.00303	0.00000	0.00000	0.00068	0.00068	0.00000	0.00016	0.00016	0.00094	0.62913
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.6. Architectural Coating (2027)

3.6.1. Onsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	20.4145	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	2.40500	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.43891	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

3.6.2. Offsite - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01742	0.02155	0.25447	0.00000	0.00000	0.06535	0.06535	0.00000	0.01532	0.01532	0.00537	63.7288
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00205	0.00254	0.03150	0.00000	0.00000	0.00762	0.00762	0.00000	0.00178	0.00178	0.01051	7.62715
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00037	0.00046	0.00575	0.00000	0.00000	0.00139	0.00139	0.00000	0.00033	0.00033	0.00174	1.26276
Vendor	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Hauling	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Commercial	0.38829	0.35186	4.28011	0.01109	0.00668	1.04963	1.05632	0.00622	0.26661	0.27283	3.50249	1,150.80
Total	0.38829	0.35186	4.28011	0.01109	0.00668	1.04963	1.05632	0.00622	0.26661	0.27283	3.50249	1,150.80
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Commercial	0.38379	0.38541	3.85590	0.01062	0.00669	1.04963	1.05632	0.00622	0.26661	0.27284	0.09081	1,100.33
Total	0.38379	0.38541	3.85590	0.01062	0.00669	1.04963	1.05632	0.00622	0.26661	0.27284	0.09081	1,100.33
Annual	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Commercial	0.06958	0.07120	0.72598	0.00196	0.00122	0.18960	0.19082	0.00114	0.04817	0.04930	0.25039	184.543
Total	0.06958	0.07120	0.72598	0.00196	0.00122	0.18960	0.19082	0.00114	0.04817	0.04930	0.25039	184.543

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Commercial	—	—	—	—	—	—	—	—	—	—	—	1,940.72
Total	—	—	—	—	—	—	—	—	—	—	—	1,940.72
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Commercial	—	—	—	—	—	—	—	—	—	—	—	1,940.72
Total	—	—	—	—	—	—	—	—	—	—	—	1,940.72

Annual	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Commercial	—	—	—	—	—	—	—	—	—	—	—	321.308
Total	—	—	—	—	—	—	—	—	—	—	—	321.308

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Commercial	0.01595	0.28994	0.24355	0.00174	0.02204	—	0.02204	0.02204	—	0.02204	—	346.905
Total	0.01595	0.28994	0.24355	0.00174	0.02204	—	0.02204	0.02204	—	0.02204	—	346.905
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Commercial	0.01595	0.28994	0.24355	0.00174	0.02204	—	0.02204	0.02204	—	0.02204	—	346.905
Total	0.01595	0.28994	0.24355	0.00174	0.02204	—	0.02204	0.02204	—	0.02204	—	346.905
Annual	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Commercial	0.00291	0.05291	0.04445	0.00032	0.00402	—	0.00402	0.00402	—	0.00402	—	57.4341
Total	0.00291	0.05291	0.04445	0.00032	0.00402	—	0.00402	0.00402	—	0.00402	—	57.4341

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	2.02590	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.24050	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.67612	0.03464	4.11722	0.00025	0.00731	—	0.00731	0.00553	—	0.00553	—	16.9921
Total	2.94251	0.03464	4.11722	0.00025	0.00731	—	0.00731	0.00553	—	0.00553	—	16.9921
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	2.02590	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.24050	—	—	—	—	—	—	—	—	—	—	—
Total	2.26640	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.36973	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.04389	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.08451	0.00433	0.51465	0.00003	0.00091	—	0.00091	0.00069	—	0.00069	—	1.92687
Total	0.49813	0.00433	0.51465	0.00003	0.00091	—	0.00091	0.00069	—	0.00069	—	1.92687

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Commercial	—	—	—	—	—	—	—	—	—	—	—	5.85248
Total	—	—	—	—	—	—	—	—	—	—	—	5.85248
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Commercial	—	—	—	—	—	—	—	—	—	—	—	5.85248
Total	—	—	—	—	—	—	—	—	—	—	—	5.85248
Annual	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Commercial	—	—	—	—	—	—	—	—	—	—	—	0.96895
Total	—	—	—	—	—	—	—	—	—	—	—	0.96895

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Commercial	—	—	—	—	—	—	—	—	—	—	—	419.293
Total	—	—	—	—	—	—	—	—	—	—	—	419.293
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Commercial	—	—	—	—	—	—	—	—	—	—	—	419.293
Total	—	—	—	—	—	—	—	—	—	—	—	419.293

Annual	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Commercial	—	—	—	—	—	—	—	—	—	—	—	69.4187
Total	—	—	—	—	—	—	—	—	—	—	—	69.4187

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—

Sequestered	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	6/1/2026	6/14/2026	5.00000	10.00000	—
Grading	Grading	6/15/2026	8/14/2026	5.00000	45.0000	—
Building Construction	Building Construction	8/15/2026	4/30/2027	5.00000	185.000	—
Paving	Paving	11/1/2026	11/30/2026	5.00000	21.0000	—
Architectural Coating	Architectural Coating	2/1/2027	3/31/2027	5.00000	43.0000	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Graders	Diesel	Average	1.000000	8.00000	148.000	0.41000
Site Preparation	Rollers	Diesel	Average	2.00000	8.00000	36.0000	0.38000
Grading	Graders	Diesel	Average	1.000000	8.00000	148.000	0.41000
Grading	Rollers	Diesel	Average	2.00000	8.00000	36.0000	0.38000
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.000000	8.00000	84.0000	0.37000
Grading	Excavators	Diesel	Average	1.000000	8.00000	36.0000	0.38000
Building Construction	Pumps	Diesel	Average	1.000000	8.00000	11.0000	0.74000

Building Construction	Cranes	Diesel	Average	1.000000	8.00000	367.000	0.29000
Building Construction	Aerial Lifts	Diesel	Average	2.00000	8.00000	46.0000	0.31000
Paving	Pavers	Diesel	Average	1.000000	8.00000	81.0000	0.42000
Paving	Paving Equipment	Diesel	Average	1.000000	8.00000	89.0000	0.36000
Architectural Coating	Aerial Lifts	Diesel	Average	2.00000	8.00000	46.0000	0.31000
Architectural Coating	Air Compressors	Diesel	Average	2.00000	8.00000	37.0000	0.48000

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	Worker	7.50000	18.5000	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2000	HHDT,MHDT
Site Preparation	Hauling	0.00000	20.0000	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	Worker	12.5000	18.5000	LDA,LDT1,LDT2
Grading	Vendor	—	10.2000	HHDT,MHDT
Grading	Hauling	0.00000	20.0000	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	Worker	13.0000	18.5000	LDA,LDT1,LDT2
Building Construction	Vendor	15.5161	10.2000	HHDT,MHDT
Building Construction	Hauling	0.00000	20.0000	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	Worker	5.00000	18.5000	LDA,LDT1,LDT2
Paving	Vendor	—	10.2000	HHDT,MHDT
Paving	Hauling	0.00000	20.0000	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	Worker	5.00000	18.5000	LDA,LDT1,LDT2

Architectural Coating	Vendor	—	10.2000	HHDT,MHDT
Architectural Coating	Hauling	0.00000	20.0000	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%
Limit vehicle speeds on unpaved roads to 25 mph	44%	44%

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00000	0.00000	142,002	47,334.0	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Paving	0.00000	0.00000	0.00000	0.00000	3.04000

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%

5.7. Construction Paving

Phase Name	Land Use	Area Paved (acres)	% Asphalt
Paving	User Defined Commercial	3.04000	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00000	531.983	0.03300	0.00400
2027	0.00000	531.983	0.03300	0.00400

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
User Defined Commercial	110.584	110.584	110.584	40,363.2	1,480.18	1,480.18	1,480.18	540,267

5.10. Operational Area Sources

5.10.1. Hearths

Land Use	Hearth Type	Unmitigated (number)	Mitigated (number)
User Defined Commercial	Wood Fireplaces	0	0
User Defined Commercial	Gas Fireplaces	0	0
User Defined Commercial	Propane Fireplaces	0	0
User Defined Commercial	Electric Fireplaces	0	0
User Defined Commercial	No Fireplaces	0	0
User Defined Commercial	Conventional Wood Stoves	0	0
User Defined Commercial	Catalytic Wood Stoves	0	0
User Defined Commercial	Non-Catalytic Wood Stoves	0	0

User Defined Commercial	Pellet Wood Stoves	0	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0.00000	0.00000	142,002	47,334.0	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00000
Summer Days	day/yr	250.000

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
User Defined Commercial	1,326,520	531.983	0.0330	0.0040	1,079,443

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
User Defined Commercial	321,939	0.00000

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
User Defined Commercial	222.370	0.00000

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	17.4600	annual days of extreme heat
Extreme Precipitation	8.30000	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	10.5900	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A

Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	88.8612
AQ-PM	46.3099
AQ-DPM	10.2925
Drinking Water	71.2751
Lead Risk Housing	1.44928
Pesticides	47.6207
Toxic Releases	18.4171
Traffic	98.1375
Effect Indicators	—
CleanUp Sites	0.00000
Groundwater	40.7604
Haz Waste Facilities/Generators	46.3534
Impaired Water Bodies	33.1583
Solid Waste	91.0424
Sensitive Population	—
Asthma	10.2941
Cardio-vascular	43.0209
Low Birth Weights	23.0562
Socioeconomic Factor Indicators	—
Education	8.41559
Housing	55.1331
Linguistic	62.2412
Poverty	30.7789
Unemployment	72.5273

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	87.77107661
Employed	67.86860003
Median HI	78.49351983
Education	—
Bachelor's or higher	70.67881432
High school enrollment	100
Preschool enrollment	76.74836392
Transportation	—
Auto Access	78.96830489
Active commuting	59.43795714
Social	—
2-parent households	55.24188374
Voting	48.80020531
Neighborhood	—
Alcohol availability	81.22674195
Park access	2.194276915
Retail density	83.75465161
Supermarket access	52.55998973
Tree canopy	72.65494675
Housing	—
Homeownership	43.19260875
Housing habitability	66.17477223
Low-inc homeowner severe housing cost burden	46.11831131
Low-inc renter severe housing cost burden	68.20223277

Uncrowded housing	62.10701912
Health Outcomes	—
Insured adults	82.81791351
Arthritis	0.0
Asthma ER Admissions	93.6
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	60.8
Cognitively Disabled	62.4
Physically Disabled	97.3
Heart Attack ER Admissions	32.1
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	19.6
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	61.7
SLR Inundation Area	0.0

Children	25.4
Elderly	67.6
English Speaking	44.8
Foreign-born	30.9
Outdoor Workers	89.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	81.9
Traffic Density	92.2
Traffic Access	23.0
Other Indices	—
Hardship	17.7
Other Decision Support	—
2016 Voting	36.8

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	39.0000
Healthy Places Index Score for Project Location (b)	77.0000
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

8.1. Justifications

Screen	Justification
Land Use	94,688 sf; 601 units
Construction: Construction Phases	Data Provided by applicant
Construction: Off-Road Equipment	Data provided by applicant
Construction: Dust From Material Movement	No import/export.
Construction: Trips and VMT	Worker trips added for building construction and AC phases.
Construction: Paving	Paved area, parking
Operations: Vehicle Data	Based on Project traffic report.
Operations: Energy Use	Based on EIA CBECS - Warehouse and Self Storage Buildings (2018): https://www.eia.gov/consumption/commercial/pba/warehouse-and-storage.php; https://portfoliomanager.energystar.gov/pdf/reference/US%20National%20Median%20Table.pdf
Operations: Water and Waste Water	Based on EIA CBECS - Warehouse and Self Storage Buildings (2012): https://www.eia.gov/consumption/commercial/reports/2012/water/. Includes outdoor and indoor consumption.
Operations: Solid Waste	https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates

8.3. Land Use

Model Parameter	Units	Default Value	New Value
Lot Area	acre	0.00000	5.26000
Building Area	sq. ft	0.00000	94,668.0
Landscape Area	sq. ft	—	16,448.0

8.4. Construction

8.4.1. Construction Phases

Phase Type	Phase Name	Model Parameter	Default Value	New Value
Site Preparation	Site Preparation	Start Date	6/30/2026	6/1/2026
Site Preparation	Site Preparation	End Date	7/14/2026	6/14/2026
Grading	Grading	Start Date	7/15/2026	6/15/2026
Grading	Grading	End Date	8/12/2026	8/14/2026
Grading	Grading	Work Days per Phase	20.0000	45.0000
Building Construction	Building Construction	Start Date	8/13/2026	8/15/2026
Building Construction	Building Construction	End Date	7/1/2027	4/30/2027
Building Construction	Building Construction	Work Days per Phase	230.000	185.000
Paving	Paving	Start Date	7/2/2027	11/1/2026
Paving	Paving	End Date	7/30/2027	11/30/2026
Paving	Paving	Work Days per Phase	20.0000	21.0000
Architectural Coating	Architectural Coating	Start Date	7/31/2027	2/1/2027
Architectural Coating	Architectural Coating	End Date	8/28/2027	3/31/2027
Architectural Coating	Architectural Coating	Work Days per Phase	20.0000	43.0000

8.4.6. Trips and VMT

Phase Name	Trip Type	Model Parameter	Default Value	New Value
Building Construction	Worker	One-Way Trips per Day	30.2938	13.0000
Architectural Coating	Worker	One-Way Trips per Day	6.05875	5.00000

8.4.9. Paving

Phase Name	Land Use	Model Parameter	Units	Default Value	New Value
Paving	User Defined Commercial	Area Paved	acres	0.00000	3.04000
Paving	User Defined Commercial	% Asphalt	%	0.00000	100.0000

8.5. Operations

8.5.1. Mobile Sources

8.5.1.1. Vehicle Data

Land Use	Model Parameter	Units	Default Value	New Value
User Defined Commercial	Weekday Trip Rate	size/day	0.00000	18.4000
User Defined Commercial	Saturday Trip Rate	size/day	0.00000	18.4000
User Defined Commercial	Sunday Trip Rate	size/day	0.00000	18.4000

8.5.3. Energy Usage

Land Use	Model Parameter	Units	Default Value	New Value
User Defined Commercial	Electricity	kWh/yr	0.00000	1,326,520
User Defined Commercial	Electricity (Subject to Title 24)	kWh/yr	0.00000	1,326,520
User Defined Commercial	Natural Gas	kBTU/yr	0.00000	1,079,443
User Defined Commercial	Natural Gas (Subject to Title 24)	kBTU/yr	0.00000	1,079,443

8.5.4. Water and Waste Water

Land Use	Model Parameter	Units	Default Value	New Value
User Defined Commercial	Indoor Water	gal/year	0.00000	321,939
User Defined Commercial	Outdoor Water	gal/year	230,676	0.00000

8.5.5. Solid Waste

Land Use	Model Parameter	Units	Default Value	New Value
User Defined Commercial	Solid Waste Generation Rate	ton/user defined unit/yr	0.00000	37.0000

Field	Value	Unit	Module	Source Code	Source / Justification (where in doc)	Status	To Do / Review	Notes
Project Name	Old Road Self Storage		Project	TM	Traffic Memorandum – project name/description	Sourced		
CEQA Document Type	IS/MND		Project	User	User instruction	Sourced		IS/MND per request
Lead Agency	County of Los Angeles		Project	TM	Traffic Memorandum – County of Los Angeles	Sourced		
Project Location	24000 The Old Road, Newhall, CA		Project	TM	Traffic Memorandum – Project located at 24000 The Old Road	Sourced		
APN	2826-023-026		Project	DN	Data Needs Matrix header (APN 2826-023-026)	Sourced		
Land Use – Facility Size	94,688	sf	Land Use	TM	Traffic Memorandum – “94,688 square-foot”	Sourced		
Land Use – Storage Units	601	units	Land Use	TM	Traffic Memorandum – “up to 601 individual storage units”	Sourced		Includes 22 accessible units
Land Use Type	Self-service storage (ITE LU 151 Mini-Warehouse)		Land Use	TM	Traffic Memorandum – ITE LU 151 Mini-Warehouse	Sourced		
Daily Trips (ADT)	109	trips/day	Mobile	TM	Traffic Memorandum Table 1 – 109 daily trips	Sourced		No reductions/credits applied
VMT Screening Outcome	Screens out (≤110 daily trips)		Mobile	TM	Traffic Memorandum – meets non-retail trip screening criteria	Sourced		Further VMT analysis not required per memo
Construction Days/Week	5	days/week	Construction	DN	Data Needs Matrix – “5 days, M-F”	Sourced		
Construction Hours/Day	8	hours/day	Construction	DN	Data Needs Matrix – “8 hours, approx 7-330”	Sourced		
Nighttime Construction	No		Construction	DN	Data Needs Matrix – “No”	Sourced		
Pile Driving	No		Construction	DN	Data Needs Matrix – “No”	Sourced		
Jackhammering	No		Construction	DN	Data Needs Matrix – “No”	Sourced		
Concrete batching / rock crushing	No		Construction	DN	Data Needs Matrix – “No”	Sourced		
Vibratory Rollers	Yes		Construction	DN	Data Needs Matrix – “Yes”	Sourced		
Construction Phase – Site Prep Start	06/01/26 - 06/14/26		Construction	DN	Data Needs Matrix – Site Preparation date	Sourced		
Construction Phase – Grading Window	Jun 2026 – Aug 2026		Construction	DN	Data Needs Matrix – Grading/Excavation Jun-26 to Aug-26	Sourced		
Construction Phase – Building Window	Aug 2026 – Apr 2027		Construction	DN	Data Needs Matrix – Building Construction Aug-26 to Apr-27	Sourced		
Construction Phase – Paving Date	11/26/2026		Construction	DN	Data Needs Matrix – Paving 11/26/2026	Sourced		
Construction Phase – Arch Coating Window	Feb 2027 – Mar 2027		Construction	CEM5	CalEEMod Detailed Report (4/14/2026) §5.1 Construction Schedule – Architectural Coating	Sourced		Updated to match latest CalEEMod run.
Title 24 Energy Compliance	Final Energy Approved		Energy	ELEC	Electrical plan set – “FINAL ENERGY APPROVED…” stamp	Sourced		
EV Charging Indicated	Yes (EV CHARGING ONLY signage shown)		Energy	ELEC	Electrical site plan labels show EV CHARGING ONLY	Sourced	Needs Confirmation	Confirm number/type of EVSE for CalEEMod inputs
Annual Electricity Use		kWh/yr	Energy	TBD	Not provided in uploaded docs	Missing/TBD	To Do	Need utility calc or CalEEMod default decision
Annual Natural Gas Use	0 (assumed all-electric)	therms/yr	Energy	ELEC	No gas info in provided set; Title 24 energy approved suggests electric design in plans	Assumed/Default	To Do	Verify whether any gas service exists
Annual Water Use		gal/day or AFY	Water	TBD	Not provided in uploaded docs	Missing/TBD	To Do	Need WSA/WSP or planning factor
Annual Solid Waste		tons/yr	Solid Waste	TBD	Not provided in uploaded docs	Missing/TBD	To Do	Need jurisdictional rate or project-specific estimate
Air District								

How to use this tracker:
• "Sourced" rows are populated directly from the uploaded project documents.
• "Assumed/Default" rows are placeholders that require confirmation or a documented default choice.
• "Missing/TBD" rows are information gaps—use the To Do flag to assign follow-up.
Tip: Keep this workbook in the admin record; it provides a clean line from CalEEMod inputs to substantial evidence.

Lot Acreage	5.21	acres	Land Use	PH1	Phase I Report Proposed Self Storage, Newhall, CA (0701	Sourced	APN 2826-023-026

Appendix C

Biological Resources Constraints Report

April 24, 2026

Thomas C. D. Wong
TCD Development, LLC
32123 Lindero Canyon Road, Suite 220
Westlake Village, California 91361

VIA EMAIL
twong4178@aol.com

Subject: Biological Constraints Analysis for the Project Located at 24000 The Old Road in Los Angeles County, California

Dear Ms. Monde:

This Biological Constraints Analysis presents the results of a biological assessment conducted for the proposed 24000 The Old Road Project (Project) located in unincorporated Los Angeles County, California (Exhibit 1). The purpose of this report is to document existing biological conditions and evaluate the potential for special-status plant and wildlife species, as well as other regulated biological resources, to occur within the Project Area. This report also identifies potential biological constraints and provides recommendations for additional surveys, as warranted, based on regulatory agency requirements.

PROJECT DESCRIPTION AND LOCATION

The Project is located at 24000 The Old Road in unincorporated Los Angeles County, within the community of Newhall. The approximately 5.26-acre site is situated along the northeast side of The Old Road, adjacent to Interstate 5 (I-5). Regional access is provided via the Calgrove Boulevard interchange.

The Project site consists of a previously developed and highly disturbed parcel that was historically occupied by a single-family residence and accessory structures, all of which were removed in 2025. The site is currently vacant and characterized by graded areas and ruderal vegetation dominated by non-native and invasive species, with trees occurring along the western and eastern boundaries.

Topography across the site is relatively gentle, sloping from approximately 1,404 feet above mean sea level (msl) in the southeastern portion of the site to approximately 1,390 feet msl in the northwestern portion. A concrete-lined flood control channel extends along the eastern boundary of the site.

Vegetation within the Project Area is dominated by disturbed ruderal species with scattered native trees including coast live oak (*Quercus agrifolia*) and California black walnut (*Juglans californica*), as well as non-native tree species.

Surrounding land uses include Interstate 5 to the northeast, a single-family residence to the northwest, commercial and institutional uses along The Old Road to the southwest, and additional developed uses to the southeast. Open space areas associated with the Santa Susana Mountains occur in the broader vicinity.

The Project would involve development of a commercial self-storage facility, including grading, construction of a multi-story building, access improvements, and associated infrastructure.

METHODS

Prior to the field survey, a literature review was conducted to identify special-status plant and wildlife species with potential to occur in the vicinity of the Project Area. Sources reviewed included the California Native Plant Society's Inventory of Rare and Endangered Plants (CNPS 2026) and the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CDFW 2026). Database searches were conducted for the Project Area and surrounding vicinity including the Newhall and surrounding USGS 7.5-minute quadrangles.

A general biological survey of the Project Area was conducted on April 21, 2026, by a qualified biologist. The survey consisted of pedestrian reconnaissance of the site to document existing biological conditions and evaluate the potential for special-status plant and wildlife species and other regulated biological resources.

The survey included identification of vegetation types, dominant plant species, and habitat features, including the presence of native trees, wildlife use, and any indicators of sensitive biological resources. The Project Area and surrounding landscape were evaluated for habitat quality, disturbance, and potential constraints associated with jurisdictional waters, sensitive natural communities, and regulated tree resources.

Available aerial imagery was reviewed to assess historical land use and disturbance patterns within the Project Area and surrounding vicinity.

EXISTING CONDITIONS

Regional Setting

The Project Area is located in the community of Newhall in unincorporated Los Angeles County, at the base of the Santa Susana Mountains. The surrounding region includes a mix of developed land uses, transportation infrastructure, and open space areas associated with the Santa Susana Mountains foothills.

Open space areas occur in the vicinity of the Project Area; however, the site is separated from these areas by Interstate 5, The Old Road, and surrounding development. As a result, the Project Area is not part of a contiguous natural landscape and does not function as part of the adjacent open space system.

Site Conditions

The Project Area is currently vacant and characterized by graded surfaces, hard-packed soils, and ruderal vegetation dominated by non-native and invasive weedy species. Portions of the southern half of the site contain remnants of asphalt from previous development, reflecting a highly disturbed site with limited natural features.

A concrete-lined drainage channel occurs along the eastern boundary of the Project Area and represents a permanent engineered feature. Trees within the Project Area occur in distinct patterns, with native and non-native trees arranged in a linear configuration along the western boundary and additional trees occurring along the eastern portion of the site adjacent to this channel.

The Project Area is bound by developed land uses and major transportation infrastructure, including Interstate 5 and The Old Road. These features, in combination with prior grading and disturbance, have substantially altered natural site conditions and limit the presence of native habitat and ecological function.

Vegetation Communities

Vegetation within the Project Area is dominated by ruderal species, including short podded mustard (*Hirschfeldia incana*), Indian sweetclover (*Melilotus indicus*), redstem filaree (*Erodium cicutarium*), Bermuda grass (*Cynodon dactylon*), and brome grasses (*Bromus* spp.), typical of highly disturbed conditions.

Trees within the Project Area occur in linear configurations along both the western and eastern portions of the site. Along the western boundary adjacent to The Old Road, trees occur in a relatively uniform row. Along the eastern portion of the site, trees also occur in a linear pattern adjacent to the concrete-lined drainage channel, where their distribution is constrained by the channel, chain-link fencing, and adjacent graded areas with compacted soils. Tree species present on-site include coast live oak, California black walnut, and various non-native species.

Vegetation occurring along the drainage channel is limited, highly disturbed, and lacks the structure and species composition characteristic of riparian or other sensitive natural communities.

A narrow strip of vegetation containing California sagebrush (*Artemisia californica*) occurs along the southern boundary of the Project Area, on the channel side of a chain-link fence. This vegetation is limited in extent, highly disturbed, and lacks the structural diversity and species composition characteristic of coastal sage scrub communities and does not provide suitable habitat for species associated with coastal sage scrub. As such, it does not represent a sensitive natural community.

No sensitive natural communities, as defined by the California Department of Fish and Wildlife or NatureServe, are present within the Project Area.

Wildlife Habitat

Wildlife use of the Project Area is expected to be limited due to the disturbed nature of the site and the lack of suitable habitat features. The Project Area lacks native vegetation structure, understory, and habitat complexity necessary to support a diversity of wildlife species.

Common, disturbance-tolerant wildlife species may occur within the Project Area or in the surrounding developed landscape; however, the site does not provide suitable habitat for special-status wildlife species. No evidence of special-status wildlife species or sensitive habitat features was observed during the field survey.

The Project Area is isolated from nearby open space areas by Interstate 5, The Old Road, and surrounding development, which limits wildlife movement and connectivity.

Jurisdictional Features

A concrete-lined drainage channel is located along the eastern boundary of the Project Area. This feature is an engineered flood control facility characterized by a hardened bed and banks and lacks natural substrate and riparian vegetation.

Although such features may be subject to jurisdiction by the U.S. Army Corps of Engineers (USACE) and Regional Water Quality Control Board (RWQCB), the drainage channel does not meet the criteria for jurisdiction under the California Department of Fish and Wildlife pursuant to Fish and Game Code Section 1602, as it does not support bed, bank, or channel features with associated riparian resources.

The Project does not propose any direct or indirect impacts to the drainage channel.

Regulated Trees

Native trees occur within the Project Area, including coast live oak and California black walnut. The locations of on-site oak trees are shown on Attachment A. These trees are primarily located along the western boundary of the site and in a linear arrangement along the eastern portion of the Project Area adjacent to the drainage channel.

An Oak Tree and Oak Woodlands Report was prepared for the Project (Tree Care Consulting 2025) (Attachment B) to evaluate the on-site oak trees. The arborist report identifies coast live oak trees that meet the size thresholds for protection under the Los Angeles County Oak Tree Ordinance (Los Angeles County Code Chapter 22.174). Removal or encroachment of these trees would require issuance of an Oak Tree Permit from the County, with specific avoidance, minimization, and replacement requirements determined through the permitting process.

While portions of the Project Area meet the minimum definitional criteria for oak woodland under the Los Angeles County Oak Woodlands Conservation Management Plan (LACOWHCSA 2011), the on-site trees occur in a highly disturbed and constrained setting adjacent to a concrete-lined drainage channel and previously graded areas. The trees are arranged in narrow, linear configurations along both the western and eastern portions of the site and lack key characteristics of a functioning oak woodland community, including contiguous canopy structure, native understory, and evidence of natural recruitment.

Historical aerial imagery indicates that the Project Area has been subject to prior grading and channelization and did not support a contiguous oak woodland canopy within the current site footprint. The existing distribution of trees reflects a constrained, disturbance-driven pattern rather than a remnant of an intact woodland stand connected to open space areas of the Santa Susana foothills.

Along the western boundary adjacent to The Old Road, the majority of larger, mature coast live oak trees are proposed for retention, with only a single tree proposed for removal in this portion of the site. In contrast, trees along the eastern portion of the site are confined by the concrete-lined drainage channel, chain-link fencing, and compacted soils, which limit canopy expansion, understory development, and natural regeneration.

Based on these conditions, the on-site trees are more consistent with a severely degraded woodland condition as defined by the Plan, wherein woodland function is substantially altered and opportunities for long-term persistence are limited. Under the Plan's impact framework, retention of existing canopy, particularly along the western portion of the Project Area, within an already degraded woodland context is generally associated with lower levels of impact severity. Specific avoidance, minimization, and replacement requirements are determined through the County permitting process.

Special Status Plants

No special-status plant species, other than California black walnut, were observed during the general biological survey. California black walnut is included on the California Native Plant Society Inventory with a California Rare Plant Rank (CRPR) of 4, indicating limited distribution and relatively low conservation concern. The species is not listed as threatened or endangered under State or federal law.

The two individuals observed within the Project Area occur in a highly disturbed setting and do not represent a natural stand or sensitive natural community. California black walnut is also present in the surrounding vicinity, including along the adjacent drainage channel outside of the Project Area. The limited extent and context of the on-site individuals do not indicate the presence of a significant biological resource within the Project Area.

The Project Area is characterized by disturbed conditions, including compacted soils, ruderal vegetation, and a lack of native plant community structure or suitable microhabitats. As such, the Project Area does not provide suitable habitat for other special-status plant species, and their occurrence is not expected.

Special Status Wildlife

No special-status wildlife species or suitable habitat for such species were observed within the Project Area during the field survey. The site is highly disturbed and lacks the vegetation structure, habitat features, and connectivity necessary to support special-status wildlife species.

The Project Area is separated from nearby open space areas by Interstate 5, The Old Road, and surrounding development, which limits wildlife movement and reduces the potential for use by special-status species. As such, special-status wildlife species are not expected to occur within the Project Area.

Other Issues

Wildlife Movement

The Project Area is located within a developed and highly disturbed landscape and is bounded by Interstate 5, The Old Road, and other developed land uses. These features limit wildlife movement and connectivity between adjacent open space areas. The Project Area does not provide a functional wildlife movement corridor and is not expected to support regional wildlife movement.

Migratory Bird Treaty Act

Vegetation within the Project Area, including trees and shrubs, has the potential to support nesting birds protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code. If vegetation removal occurs during the nesting season (generally February 1 through August 31), a pre-construction nesting bird survey may be required to ensure compliance with applicable regulations.

Critical Habitat

The Project Area is not located within designated critical habitat for any federally listed species known from the region. Designated critical habitat for the coastal California gnatcatcher (*Polioptila californica californica*) occurs in the vicinity of the Project Area. However, the Project Area does not contain suitable coastal sage scrub habitat and therefore is not expected to support this species or contribute to the function of nearby designated critical habitat.

RECOMMENDATIONS

Impacts to coast live oak trees would require an Oak Tree Permit from Los Angeles County pursuant to Chapter 22.174 of the County Code. The Project should coordinate with the County to obtain the required permit and determine any applicable avoidance, minimization, and replacement measures.

Based on the disturbed site conditions and lack of suitable habitat, no additional focused surveys for special-status plant or wildlife species are recommended. Pre-construction nesting bird surveys may be required if vegetation removal occurs during the nesting season (generally February 1 through August 31) to ensure compliance with the Migratory Bird Treaty Act and California Fish and Game Code.

If you have any questions or comments, please contact Marc Blain at 626.351.2000.

Sincerely,

PSOMAS

Ann M. Johnston
Vice President, Resource Management

Marc T. Blain
Senior Project Manager

Enclosures: Exhibit 1 – Regional Location and Local Vicinity
Attachment A – Tree Location Map (in Appendix A of the ISMND)
Attachment B – Oak Tree and Oak Woodlands Report (in Appendix A of the ISMND)

REFERENCES

California Department of Fish and Wildlife (CDFW). 2026. *California Natural Diversity Database (CNDDB).* Sacramento, CA: CDFW, Natural Heritage Division.

California Native Plant Society (CNPS). 2026. *Inventory of Rare and Endangered Plants* (online edition, v9.5). Sacramento, CA: CNPS. http://www.rareplants.cnps.org/.

Los Angeles County Oak Woodlands Habitat Conservation Strategic Alliance (LACOWHCSA). 2011 (May). *Los Angeles County Oak Woodlands Conservation Management Plan.* Los Angeles, CA: LACOWHCSA.

Appendix D

Cultural Resources Section 106 Report
December 2025

Cultural Resources Section 106 Report

Calgrove Self Storage Project, Community of Newhall, Los Angeles County, California



Prepared for

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December 2025

EXECUTIVE/MANAGEMENT SUMMARY

Purpose and Scope

The purpose of this Cultural Resources Section 106 Report (report) is to assess the potential for impacts to cultural resources (e.g., archaeological and historic resources) within the proposed TCD Development proposed Calgrove Self Storage Project (hereinafter referred to as the "Project") Area of Potential Effects (APE), located in Los Angeles County, California (Exhibit 1).

The Project will receive federal funding and is therefore subject to compliance with Section 106 of the National Historic Preservation Act (NHPA), which requires the identification and consideration of potential effects on historic properties. United States Department of Agriculture (USDA) will serve as the lead federal agency responsible for review and compliance under Section 106.

This report has been prepared to support compliance with the National Environmental Policy Act (NEPA) and may be incorporated into broader federal environmental documentation. The format of this report generally follows an amended version of the Office of Historic Preservation's *Archaeological Resource Management Reports (ARMR): Recommended Contents and Format* (Office of Historic Preservation 1990), adapted to align with federal Section 106 standards.

Dates of Investigation

Psomas conducted the cultural resources literature and records search for the Project Area of Potential Effect (APE) at the South-Central Coastal Information Center (SCCIC) located on the campus of the California State University, Fullerton on July 28, 2025. On July 18, 2025, Psomas requested that the Native American Heritage Commission (NAHC) conduct a search of its Sacred Lands File (SLF) database to determine if cultural resources important to Native Americans have been recorded within the Project APE or in the immediate vicinity of the Project APE.

A pedestrian survey of the Project APE was conducted on August 20, 2025. This report is based on the findings from the SCCIC, NAHC SLF database, and the pedestrian survey of the Project site.

Findings of the Investigation

The results of the 2025 SCCIC cultural resources records searches identified five previously recorded cultural resources within 1.6 kilometers (1 mile) of the Project site. These include the following:

- One precontact lithic scatter;
- A historic-era concrete foundation/pad with a pump;
- Historic-era structural remains;

- A historic-era well; and
- Historic-era wooden remains of a livestock corral.

None of these resources are located within or adjacent to the defined Project APE.

A pedestrian field survey of the APE was conducted and did not identify any cultural materials or historic properties within the Project site. Additionally, the NAHC Sacred Lands File search returned positive results for sacred sites in the broader vicinity, but no sacred sites were identified within the APE.

The fieldwork (cultural resources pedestrian survey) conducted for the Project did not identify archaeological and/or cultural resources within the Project APE.

Finally, a qualified architectural historian completed a significance evaluation of the buildings on the property in consideration of NRHP designation criteria and integrity requirements. As a result, the property identified as 24000 The Old Road was found not eligible under all designation criteria due to a lack of important historical associations and architectural merit. Therefore, it is not a historic property under Section 106 of the NHPA.

Disposition of Data

This report will be filed with Psomas and the South-Central Coastal Information Center. All field notes and other documentation related to the report are on file at Psomas.

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C	Native American Outreach and Contact Log
D	DPR 523 Form: 24000 The Old Road

1.0 INTRODUCTION

1.1 Area of Potential Effects

The proposed APE for the Calgrove Self Storage Project (hereinafter referred to as the "Project") is located within the Community of Newhall in unincorporated Los Angeles County, California (Exhibit 1). The APE (Exhibit 2) lies within the United States Geological Survey (USGS) Newhall Quadrangle (Exhibit 3). The Project site is bounded by The Old Road to the southwest and a 36-foot-wide flood control channel to the northeast. Surrounding land use consists primarily of developed commercial and residential properties, with some natural open space and mature vegetation, including native oak trees.

Nearby drainage features include the flood control channel that runs along the northeastern edge of the Project site, which is part of the local hydrological infrastructure. This channel forms a clear natural and engineered boundary for the Project footprint. The immediate area includes a mix of modern infrastructures, with The Old Road acting as a heavily traveled arterial roadway providing regional connectivity.

The APE has been delineated to account for all potential direct and indirect effects to historic properties that may result from the federal undertaking, as required under 36 *Code of Federal Regulations* (CFR) § 800.16(d). This includes the full horizontal and vertical extents of potential project-related ground disturbance and visual alterations.

- Horizontal APE: Encompasses the entire parcel subject to development and associated activities, totaling approximately 5.21 acres. This includes the footprint of the proposed four-story self-storage building (approximately 93,069 square feet), a manager's office and garage (2,215 square feet), access driveways, surface parking areas, landscaped buffers, and all infrastructure improvements such as fire lanes and utilities.
- Vertical APE: Extends to a depth of approximately 6 feet below ground surface, representing the maximum anticipated depth of excavation for foundations, utility trenching, and tree replacement activities.

All excavation and ground-disturbing activities associated with the proposed Project will occur within previously disturbed soils, as the site is currently developed and will require demolition of existing structures (see Figure 1 and Figure 2). The existing improvements will be removed prior to new construction, and the majority of construction activities, including grading, trenching, and installation of stormwater facilities, will be confined to areas that have undergone prior disturbance. Furthermore, all construction equipment and materials will be parked and stored onsite within the Project APE.

In addition to the primary development, the Project includes an Oak Tree Permit application, which proposes the removal and replacement of three oak trees and preservation/encroachment into the protected zones of nine others. These activities will be limited to areas within the existing parcel boundary and have been considered in defining the APE due to their potential to affect historic landscape features or archaeological resources near tree root zones.



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Project Location

Exhibit 1

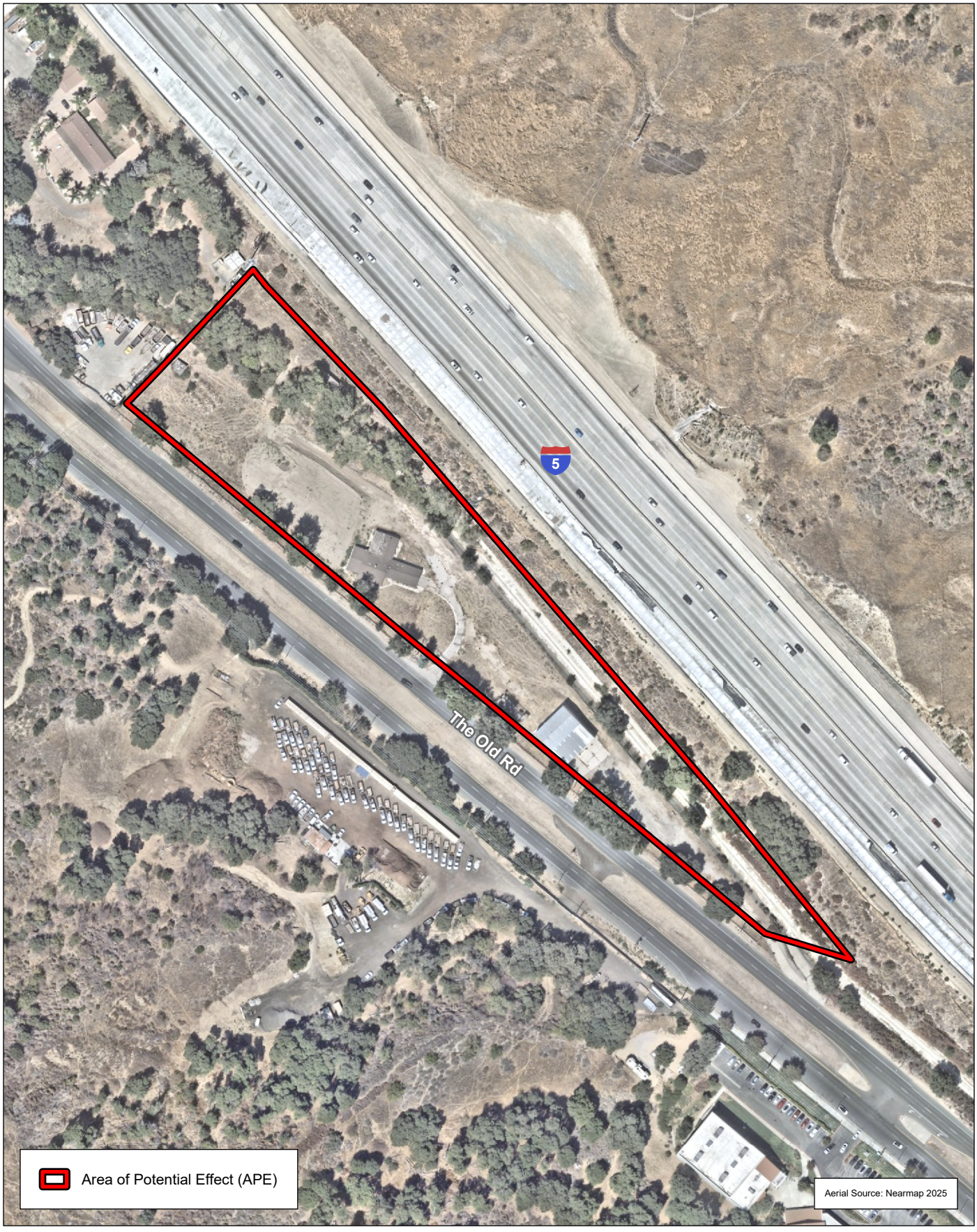
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Area of Potential Effect

Exhibit 2

2400 Old Road Project

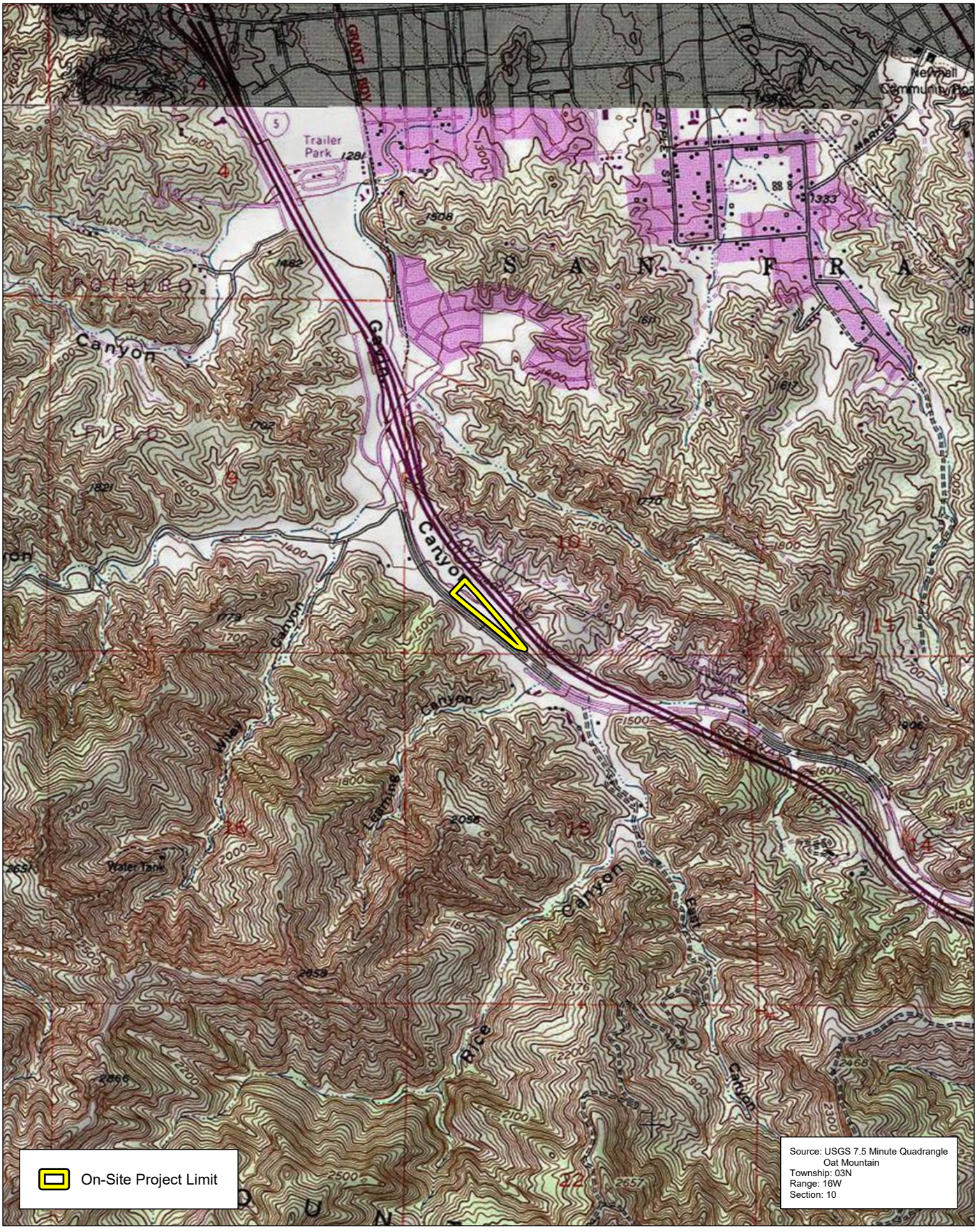
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USGS 7.5-Minute Digital Quadrangle

Exhibit 3

2400 Old Road Project

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Vehicular access will be provided via two private driveways on the south and north sides of the property, with designated fire lanes around the building perimeter. Landscaping along the southwestern edge of the site will preserve existing oak trees and create a visual buffer, mitigating any potential indirect visual effects on adjacent properties.



FIGURE 1: OVERVIEW OF PROJECT APE (VIEW FACING NORTH)

1.2 Project Description

The proposed Calgrove Self Storage Project involves the construction of a new four-story self-service storage facility encompassing approximately 93,069 square feet of floor area. In addition, a manager's office and garage totaling 2,215 square feet will be developed, resulting in a total gross floor area of approximately 101,550 square feet.

The Project site is currently developed and would require demolition of the existing buildings (Figure 1 and Figure 2). The Project also includes an application for an Oak Tree Permit, which seeks approval for the encroachment into the protected zones of nine existing oak trees, the preservation of those trees, and the removal and replacement of three oak trees.

The proposed self-storage building will have a triangular footprint and approximately 425 feet of frontage along The Old Road. A landscaped buffer will be established along the southwestern portion of the site, between the building and The Old Road right-of-way, to preserve existing oak trees and provide a visual screen from adjacent properties. On the northeastern side of the property, the building and associated site improvements will be set back to accommodate an existing 36-foot-wide flood control channel.

Vehicular access to the site will be provided via two private driveways, one each on the south and north sides of the facility, consistent with Los Angeles County Fire Department standards

and Los Angeles County Code Section 22.140.560. A private driveway and designated fire lane will run along the eastern edge of the property adjacent to the flood control channel, as well as along the northern and southern boundaries of the building. The Project will provide a total of 18 surface parking spaces, with four spaces located adjacent to the manager's office and the remaining spaces distributed along the sides and rear of the main building.

USDA will serve as the Lead Agency for this proposed Project and will oversee the Project's National Environmental Policy Act (NEPA) compliance.



FIGURE 2: BUILDING FOR DEMOLITION (VIEW FACING NORTHEAST)



FIGURE 3: BUILDING FOR DEMOLITION (VIEW FACING SOUTH)

1.3 Project Personnel

The staff members for the proposed Project were selected based on their familiarity with the site's geographic location and understanding of the archaeology discipline. The team includes experts with extensive experience in California archaeology and prehistory, cultural resources management, project administration, and other appropriate skills including spatial analysis. Key personnel are Registered Professional Archaeologists (RPA) who meet or exceed the Secretary of the Interior's Professional Qualification Standards (PQS, NPS 1994) for archaeology and a qualified architectural historian who exceeds the Secretary of the Interior's PQS for architectural history. Project roles and responsibilities for the key cultural resources personnel are summarized below.

1.3.1 CHARLES CISNEROS, M.S., RPA

Charles Cisneros is a Registered Professional Archaeologist and serves as the Project's Principal Investigator. Mr. Cisneros supervised all aspects of the archaeological Project, including the field survey and the preparation of this report.

1.3.2 SARAH CORDER, MFA

South Environmental Principal Architectural Historian, Sarah Corder, oversaw all aspects of the property significance evaluation.

2.0 REGULATORY SETTING

Cultural resource laws, regulations, and guidelines set up the processes for defining what is or is not a significant cultural resource and include various agency procedures for managing these archaeological and historical resources and assessing the information from the cultural remains to determine their significance. Most importantly, these processes determine whether these resources are eligible for inclusion in a national or State register (i.e., the National Register of Historic Places [NRHP] and the California Register of Historical Resources [CRHR]). As defined by archaeologists Thomas Neumann and Robert Sanford (2001: 27), the laws and regulations serve to do the following:

- Set forth the criteria for assessing the relative importance of cultural remains;
- Outline the procedures for reviewing assessments;
- Delineate the responsible parties involved in making such assessments;
- Identify and then define the extent of jurisdiction and responsibility of each party in the evaluation process;
- Set forth the criteria for making a determination of significance, as well as indicating which party can or cannot make such determinations;
- Set forth the criteria for the archaeological and historic preservation work performed; and
- Set forth the criteria regarding who can perform the archaeological and historic preservation work.

A summary of federal laws, regulations, and standards that govern cultural resources (e.g., archaeological sites, historic structures) and cultural resource management within the Project's APE is provided below.

2.1 Federal

2.1.1 SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT

Section 106 of the National Historic Preservation Act (16 United States Code 470f) requires federal agencies to account for the effects of their undertakings on historic properties, and to afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. Historic properties are defined as buildings, structures, districts, sites, or objects which are included in or eligible for inclusion in the NRHP. Section 106 is implemented through 36 CFR Part 800, which outlines the process for historic preservation review, including participants, identification efforts, and the assessment and resolution of adverse effects. Per 36 CFR 800.16(y), a federal undertaking is defined as any project requiring or receiving a federal permit, license, approval, or funding. Federal agencies must take steps to determine if the undertaking would result in adverse effect to historic properties and take measures to avoid or resolve those effects as feasible.

2.1.2 NATIONAL REGISTER OF HISTORIC PLACES

The NRHP is the United States' official list of districts, sites, buildings, structures, and objects worthy of preservation. Overseen by the National Park Service (NPS), under the U.S. Department of the Interior, the NRHP was authorized under the National Historic Preservation Act, as amended. Its listings encompass all National Historic Landmarks and historic areas administered by the NPS.

NRHP guidelines for the evaluation of historic significance were developed to be flexible and to recognize the accomplishments of all who have made significant contributions to the nation's history and heritage. Its criteria are designed to guide federal agencies, State and local governments, and others in evaluating potential entries in the NRHP. For a property to be listed in or determined eligible for listing, it must be demonstrated to possess integrity and to meet at least one of the following criteria:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

A. That are associated with events that have made a significant contribution to the broad patterns of our history; or

B. That are associated with the lives of persons significant in our past; or

C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. That have yielded, or may be likely to yield, information important in prehistory or history.

For a property to be listed in the NRHP, it must meet one or more of the criteria of significance, and it must also retain integrity. The National Park Service's (1995) *How to Apply the National Register Criteria* recognizes seven aspects or qualities that, in various combinations, define integrity. The seven aspects of integrity are described below:

- **Location:** Location is the place where the historic property was constructed or the place where the historic event occurred.
- **Design:** Design is the combination of elements that create the form, plan, space, structure, and style of a property.
- **Setting:** Setting is the physical environment of a historic property.
- **Materials:** Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- **Workmanship:** Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

- **Feeling:** Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.
- **Association:** Association is the direct link between an important historic event or person and a historic property.

The steps in evaluating integrity are further described by the National Park Service (1995):

- Define the essential physical features that must be present for a property to represent its significance;
- Determine whether the essential physical features are visible enough to convey their significance;
- Determine whether the property needs to be compared with similar properties; and
- Determine, based on the significance and essential physical features, which aspects of integrity are particularly vital to the property being nominated and if they are present.

Native American Graves and Repatriation Act

While the Section 106 process under the National Historic Preservation Act (NHPA) addresses the potential effects of federal undertakings on historic properties, the Native American Graves Protection and Repatriation Act (NAGPRA) (25 United States Code [U.S.C.] §§ 3001–3013; 43 CFR Part 10) may also apply if Native American human remains, funerary objects, sacred objects, or objects of cultural patrimony are encountered during project implementation.

For undertakings involving a federal agency, any intentional excavation or inadvertent discovery of Native American human remains or cultural items on federal or tribal lands must be handled in accordance with NAGPRA. In such cases, all ground-disturbing activities in the vicinity of the discovery must cease immediately. The discovery must be protected, and Reclamation must be notified without delay.

Reclamation is responsible for initiating the NAGPRA notification process, including contacting appropriate Native American Tribes and consulting on the treatment and disposition of any cultural items recovered. This process is distinct from but may proceed concurrently with the Section 106 consultation process. Coordination under both statutes ensures compliance with federal law and the respectful treatment of culturally sensitive materials.

3.0 CONTEXTUAL BACKGROUND

3.1 Contemporary and Natural Setting

The subject property is located at 24000 The Old Road, within the unincorporated community of Newhall, in northern Los Angeles County, near the community of Castaic. Situated within the Santa Clarita Valley, the property lies in a transitional area between suburban development and open space, approximately 35 miles northwest of downtown Los Angeles. The site is bordered by The Old Road to the west, a frontage road paralleling Interstate 5, and is proximate to residential, commercial, and light industrial uses characteristic of this part of the Santa Clarita Valley.

The surrounding area reflects a blend of contemporary development and remaining natural features. While the broader region has experienced substantial growth and suburbanization since the late 20th century, portions of the landscape—particularly in the nearby Santa Susana Mountains and open space preserves—retain elements of their natural character, including native vegetation, undisturbed topography, and wildlife corridors. Oak trees, a protected species in Los Angeles County, are present on the Project site and in surrounding areas, contributing to the visual character and ecological value of the landscape.

Topographically, the site is generally level, with a gradual slope trending northeast toward a flood control channel that forms the rear boundary of the property. This channel is part of the regional stormwater management system and reflects the area's engineered hydrology, which contrasts with the surrounding natural hillsides and oak woodland habitats.

From a visual standpoint, the property's immediate context is defined by utilitarian and transportation-oriented infrastructure, including proximity to Interstate 5, utility corridors, and existing commercial and light industrial developments. Nevertheless, the visual and environmental presence of native oak trees and undeveloped parcels nearby contributes to a semi-rural aesthetic in some directions, particularly to the north and east. The landscape thus reflects a transitional character typical of peripheral areas in expanding suburban regions—where modern development intermixes with remnant natural and semi-natural elements.

This contemporary setting may influence the integrity of any historic properties or cultural resources in the area, particularly those whose significance is closely associated with rural or undeveloped landscapes. The ongoing urbanization of the Santa Clarita Valley has altered the broader historic setting over time; however, certain character-defining features, such as native vegetation and topographic contours, remain visible in and around the Project site.



FIGURE 4: OVERVIEW OF PROJECT APE (VIEW FACING NORTHEAST)

3.2 Cultural and Historical Setting

3.2.1 PRECONTACT SETTING

Southern California has a long history of human occupation, with dates of the earliest evidence of human occupation during the late Pleistocene, circa (ca.) 11,000 years B.C. (Glassow et al. 2007: 191). Precontact material culture in the State's southern region has been categorized according to periods or patterns that define technological, economic, social, and ideological elements. Within these periods, archaeologists have defined cultural patterns or complexes specific to precontact history within the State's southern region, including the Project APE.

The following text and table (Table 1) illustrates the chronological framework developed for Southern California. This framework is divided into four major periods: the Paleoindian period (ca. 11,000–7000 B.C.), the Milling Stone period (7000 B.C.–3000 B.C.), the Intermediate period (3000 B.C.–A.D. 500), and the Late Precontact period (A.D. 500–Historic Contact). Within these broad temporal periods there are variations in the timing and nomenclature of cultural complexes for the region. The timescales referenced in the following discussion are presented as calendar dates (years B.C.–A.D.).

TABLE 1
CULTURAL CHRONOLOGY FOR PRECONTACT SOUTHERN CALIFORNIA

Period	Cultural Traits	Years (B.C.–A.D.)
Paleoindian	Clovis and Folsom Fluted Projectile Points	11,000 B.C.–7000 B.C.
Milling Stone	Ground Stone Implements; Large Leaf-Shaped Projectile Points	7000 B.C.–3000 B.C.
Intermediate	Large Side-Notched, Stemmed, and Leaf-Shaped Projectile Points; Mortar and Pestle	3000 B.C.–A.D. 500
Late Precontact	Smaller Projectile Points with Convex or Concave Bases, Bow and Arrow technology; Increased Population Size	A.D. 500–1769

Paleoindian Period (11,700–7000 B.C.)

Recent data from coastal and inland sites during this period indicate that the economy was a diverse mixture of hunting and gathering, with a major emphasis on aquatic resources in many coastal areas (Jones et al. 2001) and on Pleistocene lakeshores in eastern San Diego County (Moratto 1984:90–92). Although few Clovis-like or Folsom-like fluted points have been found in Southern California, it is widely thought that there was a greater emphasis on hunting at near-coastal and inland sites during the Paleoindian Period than in later periods (e.g., Dillon 2002; Erlandson et al. 1987). Subsistence patterns shifted around 6000 B.C., coincident with the gradual desiccation associated with the onset of the Altithermal, a warm and dry period that lasted for about 3,000 years. As the climate changed, a greater emphasis was placed on plant foods and small animals.

Millingstone Period (7000–3000 B.C.)

The Milling Stone Period (Wallace 1955, 1978) is the earliest well-established period of occupation in Southern California (Glassow et al. 2007: 192). This period is characterized by an ecological adaptation to collecting, accompanied by a dependence on ground stone implements associated with the horizontal motion of grinding small seeds: milling stones (i.e., metates, slabs) and hand stones (i.e., manos, mullers). Milling stones are found in large numbers for the first time and become more numerous toward the end of this period. As evidenced by their tool kits and shell middens in coastal sites, people during this period practiced a mixed food-procurement strategy. Subsistence patterns became more specialized as groups became better adapted to their regional or local environments. Projectile points from the period are relatively rare, but are large and generally leaf-shaped, and were probably employed with darts or spears thrown with atlatls. Bone tools, such as awls, and items made from shell, including beads, pendants, and abalone dishes, are also quite uncommon. Evidence of weaving or basketry is present at a few sites. The mortar and pestle, associated with the vertical motion of pounding foods such as acorns, were introduced during the Milling Stone Period but did not become common until the Intermediate Period.

Intermediate Period (3000 B.C.–A.D. 500)

The Intermediate Period is characterized by a shift toward a hunting and maritime subsistence strategy, along with a wider use of plant foods. During this period, a pronounced trend toward greater adaptation to regional or local resources can be observed. For example, the remains of fish, land mammals, and marine mammals are increasingly abundant and diverse in sites along the Southern California coast. Chipped stone tools suitable for hunting are more common and both stylistically and technologically varied. Projectile points include large side-notched, stemmed, and lanceolate or leaf-shaped forms.

Koerper and Drover (1983) consider Gypsum Cave and Elko series points, which have a wide distribution in the Great Basin and Mojave Deserts between ca. 2000 B.C. to A.D. 500, diagnostic of this period. Larger knives, a variety of stone flake scrapers, and drill-like implements are common during this period. Shell fishhooks become an integral part of the tool kit. Bone tools, including awls, are more numerous than in the preceding period; and the use of asphaltum adhesive becomes more common.

Late Precontact Period (A.D. 500–1769)

During the Late Precontact Period, use of plant food resources increased in conjunction with land and marine mammal hunting. The variety and complexity of material culture also increased during this period, demonstrated by more diverse classes of artifacts. The recovery of many small, finely chipped projectile points, usually stemless with convex or concave bases, suggests an increased utilization of the bow and arrow for hunting rather than the atlatl and dart.

During this period, an increase in population size is accompanied by the advent of larger, more permanent villages with greater numbers of inhabitants (Wallace 1955:223). Some coastal and nearby coastal settlements were occupied by as many as 1,500 people. Many of these larger settlements were permanent villages where at least some people resided year-round. The populations of these villages may have also increased seasonally.

3.2.2 ETHNOGRAPHIC SETTING

Ethnographically, the Project's APE is located within the ancestral lands of the Tataviam. However, ethnographic data—particularly historical data—should be used with caution, as it was often collected by non-Native American researchers whose analyses often paint a picture of the Native American communities through a western or Eurocentric point of view. The best approach to learn about the Native American communities in North America is to listen to these communities and allow them to share their own histories, rather than relying on non-Native Americans to tell their stories for them. Nevertheless, it is well documented by both researchers and Native Americans that the Tataviam have occupied this part of the State since time immemorial, as evidenced by the preceding discussion of precontact history prior to the arrival of Europeans.

Tataviam

By the early 20th century, many Indigenous groups in Southern California, including the Tataviam, had been significantly impacted by colonization, especially through the Spanish mission system, disease, and forced labor (Johnson and Earle 1990). As a result, anthropologists like Alfred L. Kroeber and John P. Harrington encountered few Tataviam individuals, and much of the cultural record had to be reconstructed from mission registers, early field notes, neighboring tribal accounts, and later archaeological and linguistic research (King and Blackburn 1978; Johnson 1978; Earle 1990, 1993).

The traditional territory of the Tataviam people encompassed the upper Santa Clara River watershed, extending from Piru through the Newhall area to Soledad Pass, and northward across the Sierra Pelona, Liebre Mountains, and into the western Antelope Valley and southern Tehachapi Mountains (Johnson and Earle 1990). Several village sites—including tsawayung near Castaic Junction, naqava'atang in Elderberry Canyon, and pi'ing near the confluence of Castaic Creek and Elizabeth Lake Canyon—were documented through baptismal records at Mission San Fernando (Johnson and Earle 1990). Some of these sites are now submerged under modern infrastructure such as Castaic Lake.

Linguistically, the Tataviam spoke a now-extinct variant of the Takic branch of the Uto-Aztecan language family (Kroeber 1925; King and Blackburn 1978). Though the language ceased to be spoken by the early 1900s, fragments were preserved through interviews with descendants and neighboring groups.

Tataviam subsistence strategies were highly adaptive and regionally specific. In oak-rich areas, acorns were processed into mush or cakes, a practice consistent with broader California Native traditions (King et al. 1974). In upland desert areas, particularly around Vasquez Rocks, the Tataviam relied more heavily on *Yucca whipplei*, roasting it in stone-lined earth ovens to convert its starches into digestible sugars (Brewer Thompson 2014). These ovens are often visible archaeologically as circular depressions lined with burnt rocks (Milburn 1998; McIntyre 1990). Other plant foods included chia seeds (*Salvia columbariae*), juniper berries, and manzanita, supplemented by hunting deer, rabbits, and small mammals (King and Blackburn 1978).

Given their geographic position between coastal Chumash groups and desert-dwelling peoples, the Tataviam likely participated in extensive trade networks. Shell beads found in inland archaeological contexts suggest that the Tataviam may have acted as intermediaries in a "down-the-line" exchange system involving Takic-speaking groups such as the Kitanemuk and coastal Hokan speakers like the Chumash (Warren and Crabtree 1986; King and Blackburn 1978).

Contrary to earlier portrayals that suggested complete cultural disappearance, the Tataviam people have persisted and are undergoing a robust cultural resurgence. The Fernandeño Tataviam Band of Mission Indians, federally recognized as a State tribe, is actively involved in cultural revitalization through educational programs, land stewardship, and ecological restoration. Initiatives include acorn processing workshops, language revitalization through community-based media, and the operation of the Puháwvit Native Plant Nursery (Ferna. Collaborations with institutions like California State University, Northridge have furthered

Indigenous-led conservation and climate resilience projects in the region (CSUN Today 2024).

3.2.3 HISTORIC-ERA SETTING

The major historic periods for the greater Southern California area are defined by key events documented by participants, witnesses, historians, and cartographers. Paramount among these was the transfer of political control over Alta California, including the study area specifically.

- Spanish Period (1769–1821)
- Mexican Period (1821–1848)
- American Period (1848–Present)

The historic era encompasses the period of occupation by European descendants. This period marked a time of disease, exploitation, and deculturation of the native peoples beginning ca. 1769 with the founding of the Mission San Diego de Alcalá. The occupation and control by the Spanish was passed on to Mexico after the latter gained its independence in 1821. The Mexican Period, in turn, gave way to control by the United States subsequent to the Mexican-American War and the treaty of Guadalupe Hidalgo in 1848.

Spanish Period (1769–1821)

Spanish explorer Juan Rodriguez Cabrillo made a temporary landfall at the Chumash village of *Sisolop* (present-day Ventura) on October 12, 1542 (Grant 1978:518). He was the first of several early explorers, representing several nations, to explore the *Alta California* coast. However, the end of the prehistoric era in Southern California is marked by the arrival of the Gaspar de Portolá overland expedition from New Spain (Mexico) and founding of the first Spanish settlement at San Diego on July 16, 1769 (Johnston 1962).

Mexican Period (1821–1848)

Mexico's independence from Spain in 1821 brought the Mexican Period in Alta California. The new government of Mexico had a very different outlook on mission activities. Secularization of the missions, planned under the Spanish, was greatly accelerated by the Mexican government. Mexico secularized the missions in 1833 and expanded on the Spanish practice of granting large tracts of ranch land to soldiers, civil servants, and pioneers. Plans to provide land, training, and living quarters for the Native American population never developed, and the mission lands were soon under the control of a relatively few influential Mexican families. The rancho lifestyle was relatively short lived but remains an influential period in California history.

American Period (1848–Present)

Americans began to explore Alta California as early as 1826, when trapper Jedediah Smith arrived at Mission San Gabriel (Morgan 1953:200–202; Lewis 1993:441). An increasing influx of Americans from the eastern United States during the 1840s spurred an American

challenge for the California territory. The American Period began with Mexico's defeat at the end of the Mexican-American War, resulting in the concession of California to the United States under the Treaty of Guadalupe Hidalgo on February 2, 1848 (Rolle 1998:91, 104). Only a few days before the treaty was signed, gold was discovered on the American River; however, the Gold Rush of 1848–1849 was not started until several months later

American dominance became more apparent in 1850 when California became a State and was divided into 21 original counties (Marschner 2017). Los Angeles County was formed at the time of statehood in 1850.

Community of Newhall

Following the secularization of California missions in the 1830s, the Santa Clarita Valley was partitioned into several Mexican land grants, including the Rancho San Francisco, which encompassed what is now Newhall. In 1842, the discovery of gold in nearby Placerita Canyon marked the first documented gold find in California, preceding the more well-known 1848 discovery at Sutter's Mill (Robinson 1977). This early gold discovery played a pivotal role in attracting American settlers to the region.

Newhall's formal development began in the 1870s, when businessman Henry Mayo Newhall acquired large tracts of land, eventually founding the town that bears his name. The construction of the Southern Pacific Railroad through the valley in 1876 established Newhall as a transportation and commercial hub, linking Los Angeles to northern California and facilitating agricultural and resource extraction industries (Gudde 1998).

In the late 19th and early 20th centuries, Newhall became a center for oil production, with operations led by companies such as the Pacific Coast Oil Company, a predecessor of Standard Oil. The Pico Canyon oil field, located just west of Newhall, is considered the site of California's first successful commercial oil well, drilled in 1876 (LeVine 1983). This development not only shaped the economic base of the area but also contributed to the growth of supporting infrastructure and workforce housing.

During the early 20th century, Newhall also gained prominence as a location for film production, particularly Westerns. The area's rugged terrain and proximity to Hollywood made it a preferred site for outdoor filming, a trend that continues in parts of the Santa Clarita Valley today (Ethington 2001). Meanwhile, agriculture, particularly citrus and dryland farming, persisted through much of the early 20th century before giving way to suburban development post–World War II.

Commercial development also expanded during the 1900s, with merchants such as Albert C. Swall establishing businesses along Railroad Avenue (Perkins 1958). Alongside development, the traffic patterns changed after the completion of Newhall Tunnel in 1910 which replaced Beale's Cut and changed the direction of travel, leaving the original Old Town area largely empty (Perkins, 1958). Throughout the early 20th century, the area saw the construction of various hotels, schools, and churches. In 1966, the Company created the master plan for the community of Valencia, with the first homes constructed in 1967, which marked the start of large-scale urbanization in the region (ROTR 2025). During the late 20th century, new buildings and commercial developments expanded around present-day

Newhall. In 1987, the community of Newhall was officially incorporated which encompasses four communities including Valencia, Saugus, Canyon County, and Newhall located at the center (USDT 1992:1-1). Today, Newhall retains some of its early architectural and cultural character in its historic downtown, while the surrounding area reflects the ongoing suburbanization and regional growth typical of the greater Los Angeles area.

24000 The Old Road

The area surrounding 24000 The Old Road (the subject property) is largely undeveloped as seen in historic aerial photographs dated as early as 1928. The Old Road is present at this time but remained unpaved until 1938(Fairchild 1928; ASCS 1938). The next notable change in aerial photographs in the vicinity of the subject property is not until 1969, when Interstate 5 is visible as it runs nearly parallel to The Old Road; Interstate 5 was constructed in 1967 (USGS 2025; Partner 2024; SCV History n.d.).

Development on the subject property began in 1977 when James and Kaye Atwell filed a building permit for the installation of a septic tank (Los Angeles County Building Department 1977). Within the next two years, the residence was constructed on the property and recorded by the County Assessor's office in 1979 (Los Angeles County Assessor 2025; Partner 2024). Since its construction in 1979, the property has been occupied by James Atwell (1977-circa 1984) and Carl Linderman (circa 1984-2006).

James Atwell was a Navy veteran who graduated from the City of Los Angeles Police Academy in 1968 (Valley News 1968). James and his wife lived at the residence with their daughter from 1979 to circa 1984, when the property was sold to Carl Linderman. In 1985 Linderman constructed an equipment storage building southeast of the residence and replaced the building's roof with a metal roof in 1990 (Los Angeles County Building Department 1990; NETR 2025; Dolan 1986). Between 1985 and 1992, Linderman added a swimming pool to the property that was filled in at an unknown date (NETR 2025). Linderman continued to own the property until 2006 (City Directories, var; ParcelQuest 2025). By 2008, Diamond Construction Inc. was associated with the property, and they continued to be associated with it until 2020 (City directories, var.; ParcelQuest 2025). Diamond Construction Inc. appears to have been a small, privately owned construction company that is no longer in business (Wong 2025). No other information on the company was found.

Visual inspection of the property indicates that at some point during the history of the subject property, the garage door and all original windows on the residence were replaced (dates unknown). Metal security doors were also added on the north elevation at an unknown time.

Architectural Style: Ranch (1930-1975)

The Ranch house is a style of architecture originating in Southern California. It was popular starting in the 1930s and fell out of popularity by the mid-1970s. In the 1930s and early 1940s, the Ranch house was part of the Small House movement that was brought into fashion by the Federal Housing Administration (FHA). After World War II, the Ranch style gained even more popularity as size and building restrictions were lifted and could be found across the country. FHA guidelines continued to exert a strong influence on building Ranch homes.

Such as encouraging developers to build entire neighborhoods at once, making Ranch style houses commonplace within large subdivisions.

In both the early years, and throughout the 1950s and 1960s, the Ranch house could be constructed quickly with modern, mass-produced materials. The style provided a quick and easy construction option both to create new housing to meet the needs of soldiers returning home after the war, and an affordable, yet larger and comfortable option in the postwar era.

The smaller Ranch houses of the 1930s and 1940s, and the larger versions from the 1950s and 1960s share many characteristics. "Rambling" Ranch style houses became more popular in the 1950s, due to the nation's increasing use of automobiles. This permitted developers to build larger homes on bigger, wider lots along winding roads in suburban areas, resulting in a sprawling façade with a focus on emphasizing the width. In contrast, the Ranch homes in the streetcar suburbs of the 1940s were constructed on narrower lots and therefore had less horizontal emphasis. However, many of the other design features they shared remained the same. As such, the affordability and versatility of the Ranch house made it one of the most popular house choices throughout the United States and was purchased and occupied by people at almost all socio-economic levels.

Key characteristics of the Ranch style of architecture are the following (Gottfried and Jennings 2009; Hess 2004; McAlester 2015):

- One story in height
- Low pitch gabled or hipped roofs constructed with moderate overhangs
- Offset entry points and general façade asymmetry
- Focus on horizontal massing and rambling forms
- Focus on informality
- Main entry typically placed under the roof overhang or tucked into the facade
- Use of variety of window types, including large picture-style windows
- Variations on the eave overhang, typically boxed eaves or exposed rafter tails, or the less-common boxed rafters
- Large chimneys made of brick or stone
- Traditional exterior cladding, including brick veneer, wood siding, and stone veneer
- Attached garage or carport, typically incorporated into the façade
- Front and rear yards
- Simple floor plans based on rectangular blocks, usually L, U, or T shaped in plan

4.0 METHODS

4.1 Cultural Resources Literature Review and Records Search

Psomas conducted a literature review and records search from the South-Central Coastal Information Center (SCCIC) on July 28, 2025. The SCCIC is a designated branch of the California Historical Resources Information Center and houses records regarding archaeological and historic resources recorded in Orange County. The records search included a 1.6-kilometer (km; 1-mile) search radius around the proposed Project site and consisted of a detailed examination of the USGS' 7.5-minute Newhall Quadrangle. The purpose of the literature review and records search was to identify precontact or historic archaeological sites or historic buildings and structures previously recorded within and around the Project site. Psomas also reviewed the NRHP, the CRHR, local registers, and Archaeological Determinations of Eligibility. The records were reviewed to accomplish the following:

- Identify cultural resources (e.g., archaeological sites and built environments) in the Project site and surrounding areas;
- Identify and determine the adequacy of previous cultural resources studies in the Project site;
- Develop management recommendations for cultural resources within or adjacent to the Project site; and
- Assess what additional cultural resources studies would need to be undertaken for the proposed Project.

The results of the SCCIC records searches are presented below in Subsection 5.1.

4.2 Native American Heritage Commission Sacred Lands Files

An inquiry was made of the NAHC on July 30, 2025, to request a review of the Sacred Lands File (SLF) database regarding the possibility of Native American cultural resources and/or sacred places in the Project vicinity that are not documented on other databases. The results of the SLF Review are presented below in Subsection 5.2.

4.3 Archaeological Pedestrian Field Survey

Psomas surveyed the Project APE on August 20, 2025. The entire Project APE was surveyed by walking evenly spaced transects spaced no more than 10 meters (32 feet) apart. The archaeologist examined all areas considered highly sensitive for cultural resources and the ground surface for the presence of the following:

- Precontact artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools);
- Historic artifacts (e.g., metal, glass, ceramics);
- Sediment discoloration that might indicate the presence of a cultural midden; and

- Depressions and other features are indicative of the former presence of structures or buildings (e.g., post holes, foundations).

Psomas maintained transect accuracy in the Project site using a Garmin global positioning system (GPS) receiver and Project field maps. A field notebook and a digital camera were used to record the survey conditions and findings. Areas inaccessible or deemed unsafe were avoided for safety concerns. These areas included portions of the Project APE where vehicular traffic deemed it unsafe for pedestrian surveys.

The results of the field survey are presented below in Subsection 5.3.

4.4 Historic Built Environment Pedestrian Field Survey

Psomas conducted an intensive-level pedestrian survey of the Project APE on August 20, 2025. The survey entailed walking the Project APE and the surrounding areas and documenting it with detailed notes and digital photographs, specifically noting character-defining features, spatial relationships, landscaping features, and observed alterations.

The results of the field survey are presented below in Subsection 5.4.

4.5 Background Research

Background research was conducted to establish a thorough and accurate historic context, and to confirm the building development history of the historic-age property within the Project APE that is identified as 24000 The Old Road (subject property). All information obtained from the following sources was used in the development of the historic context.

4.5.1 LOS ANGELES COUNTY OFFICE OF THE ASSESSOR

On December 4, 2025, the subject property was reviewed on the Los Angeles County Office of the Assessor Online Property Assessment Information System in order to establish a date of construction for the buildings within the Project APE. This source indicates that development of the subject property began in 1977 and the residence was constructed by 1979.

4.5.2 COUNTY OF LOS ANGELES BUILDING PERMIT RECORDS

On December 3, 2025, all online permits associated with the subject property through the Los Angeles County Building Permit Viewer were reviewed. These documents confirm the subject property's construction dates of 1979.

4.5.3 HISTORICAL NEWSPAPER SEARCH

A review of historical newspapers was conducted in December 2025n www.newspapers.com was completed. The newspapers search covered the Santa Clarita and Los Angeles areas to better understand the development of the Project APE and surrounding area. Such newspapers included *The Signal* and *Valley News*. Newspapers.com and the Los Angeles Public library ProQuest system were utilized as part of this search.

4.5.4 SANBORN FIRE INSURANCE MAPS

Historical Sanborn Fire Insurance Maps (Sanborn Maps) for Newhall from 1892, 1909, 1918, 1927, and 1927 with 1934 edits were available from the Los Angeles Public Library. Given the development of the Project APE did not occur until the late 1970s, it was not included in any of the Sanborn Maps.

4.5.5 HISTORICAL AERIAL PHOTOGRAPHS AND MAPS

A review of the following historical photographs of the Project APE was conducted: 1952, 1959, 1969, 1972, 1974, 1977, 1980, 1985, 1989, 1992, 1993, 1994, 1996, 1997, 1998, 1999, 2000, 2003, 2005, 2008, 2009, 2010, 2012, 2014, 2016, 2018, 2020, and 2022 and from the University of California, Santa Barbara (UCSB 2025; NETR 2025),

5.0 REPORT OF FINDINGS

5.1 South Central Coastal Information Center

5.1.1 RESULTS FROM THE LITERATURE REVIEW

A cultural resources records search conducted through the SCCIC identified 13 previous cultural resources studies within approximately 1.6 km (1 mile) of the Project APE (Table 2). These studies, completed between 1975 and 2015, included archaeological and cultural resources surveys and assessments. None of the studies overlapped with the current Project APE. A list of the prior studies is provided in Table 2, and a summary of the SCCIC literature review results is included as Attachment A.

TABLE 2
CULTURAL RESOURCES STUDIES WITHIN 1-MILE OF THE PROJECT APE

Report	Author	Year	Study	Type of Study	Proximity to Project Site
LA-00103	Singer, Clay A.	1975	Archaeological Resource Survey of Portions of the South Fork, Santa Clara River, Los Angeles County, California	Cultural Resources Survey	Outside
LA-00842	Singer, Clay A.	1977	Archaeological Survey and Cultural Resource Assessment for a Portion of Towsley Canyon, Near Newhall, Los Angeles County, California	Cultural Resources Survey	Outside
LA-01062	Schilz, Allen J.	1981	Archaeological Survey of the Sylmar Development Project Site, Los Angeles County, California	Cultural Resources Survey	Within
LA-01978	Salls, Roy A.	1990	Report of Archaeological Reconnaissance Survey of Santa Clarita, California-Newhall Carrier Annex Environmental Assessment, Esa Project Number 9094c Newhall California	Cultural Resources Survey	Outside
LA-02305	Moratto, Michael J.	1990	Cultural and Paleontological Resources in the Santa Susana and Santa Monica Mountains, Los Angeles County, California	Cultural Resources Survey	Outside
LA-02950	Anonymous	1992	Consolidated Report: Cultural Resource Studies for the Proposed Pacific Pipeline Project	Cultural Resources Survey	Outside

TABLE 2
CULTURAL RESOURCES STUDIES WITHIN 1-MILE OF THE PROJECT APE

Report	Author	Year	Study	Type of Study	Proximity to Project Site
LA-03000	Simon, Joseph M. and David S. Whitley	1993	Phase I Archaeological Survey and Cultural Resources Assessment for the 225 Acres Alternative Site 2 Study Area, Santa Clarita, Los Angeles County, California	Cultural Resources Survey	Outside
LA-05533	Smith, Philomene C.	2000	Negative Archaeological Report: Rock-lined Section and the Addition of an Access to Paved Section of Drainage Channel Near Interstate 5 in Santa Clarita	Cultural Resources Survey	Outside
LA-05855	Anonymous	2001	Phase I Archaeological Survey of the 558 Acres Old Road Study Area, Los Angeles County, California	Cultural Resources Survey	Outside
LA-09063	Schmidt, June A.	2003	Negative Archaeological Survey Report: Church of the Nazarene (c.u.p. No. 03-090) 23857 the Old Road, Santa Clarita, Los Angeles County.	Cultural Resources Survey	Outside
LA-09066	Shepard, Richard S.	2004	Phase I Cultural Resource Assessment for Lyons Canyon Ranch Specific Plan, Tentative Tract Map 53653, Santa Clarita, Los Angeles County, California.	Cultural Resources Survey	Outside
LA-12526	Ehringer, Candace, Ramirez, Katherine, and Vader, Michael	2013	Santa Clarita Valley Sanitation District Chloride TMDL Facilities Plan Project, Phase I Cultural Resources Assessment	Cultural Resources Survey	Outside
LA-13109	McKenna, Jeanette A.	2015	A Class III/Section 106 and Phase I CEQA Cultural Resources Investigation for the Proposed Storm Drain Improvement Areas in the Newhall and Santa Clarita Areas of Los Angeles County, California A CLASS III/SECTION 106	Cultural Resources Survey	Outside

5.1.2 RESULTS FROM THE RECORDS SEARCH

The SCCIC records search identified five previously recorded cultural resources within 1.6 km (1 mile) of the Project site. The previously recorded resources include one precontact (prior to the arrival of Europeans) archaeological resource consisting of a lithic scatter (debris from the manufacturing of stone tools) and four historic-era (post-European contact) resources: a concrete foundation/pad with a pump, structural remains, a well, and the

wooden remains of a livestock corral. The previously recorded resources are listed in Table 3, and a summary of the SCCIC records search is presented as Attachment A.

TABLE 3
CULTURAL RESOURCES WITHIN 1-MILE OF THE PROJECT APE

Primary Number	Resource Description	Recording of Events	Proximity to Project Site
P-19-000802	Precontact: lithic scatter	1977 (Clay Singer)	Outside
P-19-004424	Historic: foundation/pad/pump	2014 (M. H. Dice)	Outside
P-19-100356	Historic: structural remains	1989 (J. Foster)	Outside
P-19-100358	Historic: well	1989 (J. Foster)	Outside
P-19-120065	Historic: wooden remains/corral	1989 (J. Foster)	Outside

P-19-000802

This archaeological site lies on the south end of a small ridge overlooking Towsley Canyon, approximately 0.8 km (½ mile) west of Interstate 5, at an elevation of approximately 1,440 feet above mean sea level (AMSL).

The site is interpreted as a small hunting station or lookout point, situated in sage chaparral vegetation with sandy loam soil. It is located roughly 200 feet north of a stream, indicating proximity to a reliable water source, which likely contributed to its selection for temporary use by past inhabitants.

Artifacts recovered from the site include one basalt "tortoise" core and one chalcedony blade, both indicative of lithic tool production or use. The site shows no evidence of prior excavation, cultivation, or burials, and no house pits or other structural features were observed. Erosion was noted as slight; however, the site may be at risk of disturbance due to a dirt road located 200 feet to the south, and destruction was marked as a possibility.

The record, completed by Clay Singer on February 24, 1977, notes that the site was not previously designated, had no published references, and was submitted without photographs or a sketch map.

P-19-004424

This cultural resource is in a small, unnamed side canyon approximately 0.8 km (½ mile) east-southeast of the intersection of Towsley Canyon and Gavin Canyon, at an elevation of about 1,480 feet AMSL. The site consists of the remnants of a historic water complex, likely constructed before 1952 and used by local ranchers for domestic or agricultural purposes. Key features include a small exposed concrete pump pad (Feature 1), a larger adjacent concrete foundation likely intended to support a water tank, a dirt-banked reservoir (Feature 2), and remnants of access roads (Feature 3) connecting the site to older routes, including the now-obsolete Highway 99W. Although no well head was observed, the presence of embedded tie-downs in the pump pad and historical aerial imagery suggests the site was once active and functional.

Feature 1 is composed of a 12 x 10-foot concrete slab with steel tie-downs, possibly used to secure a pump or similar equipment, and a larger 36 x 36-foot pad that likely supported a water tank or holding structure. Iron pipe fragments and a gravel parking area further attest to the site's utilitarian function. The dirt-banked reservoir (Feature 2), situated slightly upslope, appears to have been used for water storage or collection, possibly linked to Feature 1 via an iron pipe set into the reservoir's wall. Road scars (Feature 3) extending east and west of the site suggests historic access routes that were rendered obsolete with the construction of Interstate 5 in 1967, which cut off direct access from Highway 99W. These road remnants are now heavily overgrown, though some portions are still visible in aerial imagery or accessible on foot via the existing Edison maintenance road.

Overall, this cultural resource represents a small but historically significant utility site associated with mid-20th-century ranching and infrastructure development in the region. While no formal evaluation of its eligibility for historical designation has been conducted, its features and context offer insights into regional land and water use practices prior to major transportation developments in the area

P-19-100356

This cultural resource is situated on an alluvial floodplain and is adjacent to a water source to the south at approximately 1,375 feet AMSL.

The primary features recorded include two large wooden structural fragments, possibly parts of a former bridge. The first section, painted green, measures approximately 34.5 feet long by 4 feet wide and 4 feet high, and is L-shaped in cross-section. This fragment is composed of six large beams (ranging from 4x12 to 8x8 inches) fastened together with bolts and iron plates. The second section, which is unpainted, is 34.5 feet long and slightly under four feet wide. It features bolts ranging in size from 1 to 1.5 inches and solid planking, which has been partially covered with patches of asphalt. These structural remnants suggest a relatively substantial wooden bridge or platform structure, possibly vehicular, that once spanned the area.

Additional surface materials include both historic and modern refuse, such as PVC and metal piping, milled wood, a metal chair frame, concrete block, corrugated metal, red clay roof tiles, and a bathtub, as well as other recent trash. The site falls within a riparian vegetation community, in an open, flat setting. While the resource has not been formally evaluated for significance, its components may provide insight into earlier infrastructure within the canyon, possibly related to ranching, recreation, or early utilities. The record was completed on August 24, 1989, by J. Foster and R. Greenwood of Greenwood and Associates as part of the L.A. Sanitation Project.

P-10-000358

The recorded feature is in Towsley Canyon, Los Angeles County, within the Oat Mountain 7.5' USGS quadrangle, photo revised in 1969. The site lies at an elevation of approximately 1,350 feet AMSL, within the southeast quarter of the southwest quarter of the northeast quarter of the southwest quarter of Section 9, Township 3N, Range 16W. Positioned in an open, level area of the alluvial floodplain, the feature is accessed by traveling west along Towsley

Canyon Road to the Silver Fox Campground cement bridge, then continuing to a sharp left-hand curve. The well is located approximately 40 meters due north of this curve.

The main feature is a stone-lined well-constructed from several large sandstone boulders, some measuring over 1 meter in size, set above a concrete culvert that extends westward. The well consists of an estimated six courses of boulders, has an outer diameter of 10 feet, an inner width of 4 feet, and reaches a depth of 9.5 feet. Its construction suggests a substantial effort to create a durable and reliable water source, possibly for ranching or early utility use. A seasonal creek lies just 5 meters north of the well, indicating proximity to a natural water source. The surrounding vegetation is a mix of riparian and introduced species, typical of canyon-bottom environments.

This well likely served a functional role in supporting historic land uses in Towsley Canyon, though no formal evaluation of its historical significance is noted in the record. It was recorded on August 24, 1989, by J. Foster and R. Greenwood of Greenwood and Associates as part of the L.A. Sanitation Project. Though no photos or references are included, the detailed construction and placement of the feature offer insight into historical water management practices in the region.

P-19-120065

This cultural resource is an isolated corral structure measuring 97 by 78 feet. It is constructed from horizontal wooden planks (2 x 6 to 2 x 12 feet) that are nailed or wired to vertical 6 x 6 posts. Most of the structure is constructed using modular tube steel fence sections. A wooden loading chute built in the same style is also present. The corral is divided into two sections and reflects construction techniques typical of 20th-century livestock management.

The surrounding natural setting includes a riparian and introduced vegetation community. The nearest water source is a seasonal creek located 64 meters to the south. The landform is a floodplain with alluvial geology, and the site is open, with no observable slope.

The site was recorded on August 24, 1989, during the L.A. Sanitation Project by J. Poster and R. Greenwood of Greenwood and Associates. No photographs were taken, and the landowner at the time of recording was unknown.

At the time of recording, no evidence indicated significant historical or architectural associations that would suggest eligibility for the NRHP under the Section 106 criteria. As an isolated resource with no known historical context or integrity beyond its utilitarian function, the site likely lacks the significance and integrity required for NRHP listing.

5.2 Native American Heritage Commission Sacred Lands File Search

The resource identification effort included consultation with the NAHC in Sacramento regarding the possibility of traditional cultural properties or other Native American tribal cultural resources in the vicinity of the APE. On July 18, 2025, Psomas requested that the NAHC conduct a search of its SLF to determine if cultural resources important to Native Americans have been recorded in the Project APE or in the immediate vicinity. The results

of the NAHC SLF search were received on July 30, 2025, and were positive for sacred lands in the vicinity of the Project APE.

The review included a list of tribes affiliated with the Project APE. The following individuals/tribal organizations (see Table 4) were contacted by certified mail and invited to share any cultural resource information that they may have regarding the Project APE. Consultation pursuit to Section 106 will be conducted by the USDA. The results of the consultation between the USDA will be documented as part of the Section 106 review prepared for the Project.

The SLF search results summary letter from the NAHC is presented as Attachment B.

TABLE 4
NAHC TRIBAL REPRESENTATIVES CONTACT LIST

Tribal Organization	Indigenous Affiliation	Contact
Barbareño/Ventureño Band of Mission Indians	Chumash	Cultural Resource Committee
Coastal Band of the Chumash Nation	Chumash	Michael Khuz-Zarate, Janet Hall, Mati Waiya
Fernandeno Tataviam Band of Mission Indians	Tataviam	Sarah Brunzell, CRM Manager
Gabrieleno Band of Mission Indians - Kizh Nation	Gabrieleno	Andrew Salas, Christina Swindell
Gabrieleno/Tongva San Gabriel Band of Mission Indians	Gabrieleno	Anthony Morales, Chairperson
Gabrielino Tongva Indians of California Tribal Council	Gabrieleno	Christina Conley, Robert Dorame
Gabrielino/Tongva Nation	Gabrieleno	Sandonne Goad, Charles Alvarez, Sam Dunlap
Northern Chumash Tribal Council	Chumash	Violet Walker, Chairperson
San Fernando Band of Mission Indians	Tataviam	Donna Yocum, Chairperson
Santa Ynez Band of Chumash Indians	Chumash	Wendy Teeter, Nakia Zavalla

5.2.1 OUTREACH TO TRIBAL REPRESENTATIVES/GOVERNMENTS

- On July 18, 2025, Psomas submitted a request to the NAHC to determine whether any known cultural resources important to the local Native American communities were present within or adjacent to the Project APE.
- The NAHC responded on July 30, 2025, stating there is a known sacred site within the vicinity of the Project's APE. The NAHC also recommended that 10 tribal governments/representatives be contacted to solicit any information or concerns regarding cultural resources issues related to the Project.
- On August 14, 2025, Psomas prepared and sent certified letters to all the tribal representatives and governments asking if the representatives or governments would like to consult with the USDA regarding the Project and Project related activities as part of the Section 106 process.
- On September 16, 2025, Psomas conducted a follow-up with each of the tribal representatives and tribal governments.
- On September 16, 2025, Psomas received a response from the Barbareno/Ventura Band of Missions Indians requesting consultation with the Lead Federal Agency and requested construction schedules and ask if any additional tribal governments have requested consultation.
- On September 16, 2025, Psomas received a response from the Coastal Band of the Chumash Nation requesting preliminary consultation with the Lead Federal Agency.
- On September 16, 2025, Psomas received a response from the Fernandeno Tataviam Band of Mission Indians requesting consultation with the Lead Federal Agency.
- On September 16, 2025, Psomas received a response from the Gabrieleno Band of Missions Indians – Kizh Nation noting the tribe will need to review the project maps to confirm if the APE falls within their ancestral territory.
- On September 16, 2025, Psomas received a response from the Gabrielino Tongva Indians of California Tribal Council confirming the APE is located outside of their ancestral territory and declined consultation.

No other tribal representatives or tribal governments responded to the certified letters or follow-ups conducted by Psomas within the 30-days of receiving the letters. The Tribal Representative Contact Log is presented as Attachment C.

5.3 Archaeological Pedestrian Field Survey Results

As described above, a pedestrian archaeological survey of the Project APE (Figures 5 and 6) was conducted on August 20, 2025, by Charles Cisneros, Senior Archaeologist with Psomas. The survey was completed in accordance with standard professional practices. The pedestrian survey did not identify any archaeological or other cultural resources within the defined APE.



FIGURE 5: PROJECT APE (VIEW FACING SOUTH)



FIGURE 6: PROJECT APE (VIEW FACING NORTH)

5.4 Historic Built Environment Pedestrian Field Survey Results

An intensive-level pedestrian survey of the Project APE for historic built environment resources was conducted on August 20, 2025, by Charles Cisneros, Senior Archaeologist with Psomas. The survey was completed in accordance with standard professional practices. The

pedestrian survey identified one-historic age property within the Project APE that was identified as 24000 The Old Road (subject property).

The subject property consists of a one-story single-family residence and an ancillary building. The residence has a T-shaped footprint and is capped with a moderately pitched, cross gabled roof clad with composite shingles. The exterior is predominately clad with unpainted board and batten siding. There are small sections of brick veneer accenting the primary entrance on the south elevation and the garage doors on the east elevation. The primary entrance is asymmetrical and tucked beneath the primary roof featuring double wood panel doors. Windows throughout have been replaced with vinyl sash sliding windows. A garage is attached to the east elevation of the residence. Secondary entrances into the residence are located on the north elevation. A brick chimney is visible from the northern roof slope (Figures 7 and 8).

A double-height equipment storage building is located southeast of the residence (Figure 9). It is clad with corrugated metal siding and capped with a side gabled metal roof. A single-entry door is located on the north elevation; other fenestration consists of metal sash sliding windows.



FIGURE 7: SUBJECT PROPOERTY (VIEW FACING NORTHWEST)



FIGURE 8: SUBJECT PROPERTY (VIEW FACING SOUTHWEST)



FIGURE 9: EQUIPMENT STORAGE BUILDING (VIEW FACING SOUTH)

6.0 HISTORICAL SIGNIFICANCE EVALUATION

The following provides an evaluation of the subject property in consideration of NRHP designation criteria. The complete State of California Department of Parks and Recreation Series 523 Forms Set (DPR forms) are provided in Attachment D.

NRHP Criterion A. That are associated with events that have made a significant contribution to the broad patterns of our history.

The subject property was constructed in 1979 during a period in time when Newhall was experiencing significant suburban growth and development. The residence was built on a remote parcel away from other planned developments, but nothing about its development is distinguishable from other residential developments happening in the late 1970s. The subject property is one of many residential properties in the area, and archival research did not indicate that the subject property is associated with significant events in the history of the City, state, or nation. Archival research failed to identify other potentially significant associations linked to this property. For this reason, the subject property is not eligible under NRHP Criterion A.

NRHP Criterion B. That are associated with the lives of persons significant in our past.

The subject property had three known owners: James and Kaye Atwell, Carl Linderman, and Diamond Construction Inc. James and Kaye Atwell owned the property from 1977 to circa 1984. James was a navy veteran and LAPD officer. No information was found regarding Kaye Atwell. Carl Linderman was the owner of the subject property from circa 1984 to 2006. No additional information on Linderman was available. Diamond Construction Inc. is listed as an owner from 2008 to 2020. The company is a small and privately owned construction company, and no other information was found regarding their history. For these reasons, archival research failed to indicate that any of the previous owners/occupants of the property have made significant contributions to local, state, or national history. Therefore, the subject property is not eligible under NRHP Criterion B.

NRHP Criterion C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

The subject property was constructed as a one-story Ranch style residential building with an attached garage in 1979. The residence features typical character-defining features of the style including horizontal massing, asymmetrical façade, main entry tucked beneath roof overhang, constructed with mass produced materials, attached garage, and T-shaped footprint. The original windows and garage door have been replaced, and metal security doors have been added to the secondary entrances. Further, the residence does not serve as a good representation of the Ranch style of architecture and there is no indication that it is the work of an important architect or builder. Therefore, as a result of the subject property's lack of architectural merit, it is not eligible under NRHP Criterion C.

NRHP Criterion D. That have yielded, or may be likely to yield, information important in prehistory or history.

The subject property is not significant as a source, or likely source, of important historical information nor does it appear likely to yield important information about historic construction methods, materials or technologies. Therefore, the property is not eligible under NRHP Criterion D.

Integrity

Location: The subject property retains integrity of location. The property is situated in the original location it was constructed and retains its original orientation.

Design: The subject property lacks integrity of design. The removal of original windows and the garage door have impacted the original design intent.

Setting: The subject property retains integrity of setting. It remains isolated on its parcel with little to no development in its immediate surroundings.

Materials: The subject property lacks integrity of materials. Alterations, including the replacement of windows and the garage door, have resulted in a loss of original materials.

Workmanship: The subject property lacks integrity of workmanship. The replacement of windows and the garage door detract from any original workmanship, which was minimal and not notable regardless of the alterations.

Feeling: The subject property retains integrity of feeling. It remains a single-family residence between a main road and Interstate 5 with little to no development in its immediate surroundings.

Association: The subject property lacks integrity of association. No historical associations were identified for the property.

7.0 DISCUSSION AND IMPACT ANALYSIS

7.1 Discussion

Psomas conducted cultural resources field investigations within the proposed Project APE on August 20, 2025. The purpose of the investigation was to determine whether the proposed Project would result in an adverse effect to historic properties, as defined in Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations at 36 CFR Part 800.

The proposed Project involves the demolition of existing buildings and the construction of a new four-story self-service storage facility with approximately 93,069 square feet of floor area. Additional components include a manager's office and garage totaling 2,215 square feet, for a combined total gross floor area of approximately 101,550 square feet. The building will have a triangular footprint and approximately 425 feet of frontage along The Old Road. Other Project elements include two new private driveways (north and south), 18 surface parking spaces, a designated fire lane, and the installation of landscaped buffers.

Importantly, the Project site is currently developed, indicating that most of the area has already experienced prior subsurface disturbance. Additionally, the northeastern portion of the property includes a 36-foot-wide flood control channel, while the southwestern side will include a landscaped buffer to preserve existing oak trees and screen the development from nearby properties.

As part of the Project, the applicant has submitted an Oak Tree Permit application, which includes the removal and replacement of three oak trees, as well as preservation/encroachment into the protected zones of nine existing oak trees. All tree-related activity will occur within the previously developed parcel boundary.

A cultural resources records search conducted through the SCCIC identified five previously recorded cultural resources within a 1.6-kilometer (1-mile) radius of the Project APE. These include:

- One precontact lithic scatter;
- A historic-era concrete foundation/pad with a pump;
- Historic-era structural remains;
- A historic-era well; and
- Historic-era wooden remains of a livestock corral.

None of these resources are located within or adjacent to the defined Project APE.

A pedestrian field survey of the APE was conducted and did not identify any cultural materials or historic properties within the Project site. Additionally, the NAHC Sacred Lands File search returned positive results for sacred sites in the broader vicinity, but no sacred sites were identified within the APE.

In accordance with 36 CFR §800.2(c)(2), tribal outreach was initiated. All tribal governments identified by the NAHC were contacted by certified mail on October 31, 2024, and invited to participate in the Section 106 process. Follow-up outreach was conducted on September 16, 2025, and three tribal governments requested consultation with the Lead Federal Agency (see subsection 5.2.1 for details).

Finally, a qualified architectural historian completed a historical significance evaluation of the buildings on the property in consideration of NRHP designation criteria and integrity requirements. As a result, the property was found not eligible under all designation criteria due to a lack of important historical associations and architectural merit. Therefore, it is not a historic property under Section 106 of the NHPA.

The Project APE is situated within a previously disturbed, urbanized portion of the Community of Newhall, along a major transportation corridor (The Old Road), and adjacent to existing infrastructure, such as a flood control channel and utilities. These existing features indicate that ground disturbance has occurred across much of the parcel. As such, there is a low likelihood of encountering intact subsurface cultural materials.

7.2 Findings of No Effect

Pursuant to 36 CFR §800.5(b), an undertaking has an adverse effect when it may alter, directly or indirectly, any of the characteristics of a historic property that qualify it for inclusion in the NRHP. Based on the results of the SCCIC records search, field survey, tribal outreach, property significance evaluation, and the physical characteristics of the Project site, it has been determined that no historic properties are present within the Project APE.

The proposed work involves the following activities:

- Demolition of existing structures on a previously developed parcel;
- Construction of new facilities (a self-storage building, garage, and office) within the same footprint;
- Limited tree removal and landscaping, confined to previously disturbed areas;
- Installation of fire lanes, driveways, and surface parking in locations already altered during previous development; and
- Excavation that is limited in depth and restricted to previously graded or compacted soils.

These activities will not alter, directly or indirectly, the characteristics of any known historic property, nor will they affect any sacred or culturally significant resources within the APE.

Additionally, the Project site lies within a highly developed and previously modified area characterized by:

- Existing paved infrastructure;
- Graded surfaces;
- Landscaping; and

- Subsurface utility corridors.

These conditions further reduce the potential for encountering previously unrecorded cultural deposits.

Therefore, the undertaking qualifies for a Finding of No Historic Properties Affected pursuant to 36 CFR §800.4(d)(1) and does not meet the threshold for a Finding of Adverse Effect under Section 106.

This determination is based on the following:

- The absence of historic properties within the APE;
- The extensive prior disturbance of the APE due to historical development;
- The lack of identified cultural materials from the SCCIC records search and pedestrian field survey;
- The low likelihood of encountering intact, subsurface deposits; and
- The limited nature and depth of proposed excavation, all of which will occur entirely within previously disturbed soils.

This analysis supports the federal Lead Agency in fulfilling its responsibilities under Section 106 of the NHPA.

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ATTACHMENT A

SOUTH-CENTRAL COASTAL INFORMATION CENTER
LITERATURE REVIEW AND RECORDS SEARCH

Report List

1TCD020100

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-00103		1975	Singer, Clay A.	Archaeological Resource Survey of Portions of the South Fork, Santa Clara River, Los Angeles County, California	University of California, Los Angeles Archaeological Survey	
LA-00842		1977	Singer, Clay A.	Archaeological Survey and Cultural Resource Assessment for a Portion of Towsley Canyon, Near Newhall, Los Angeles County, California	ARI	19-000802
LA-01062		1981	Schilz, Allen J.	Archaeological Survey of the Sylmar Development Project Site, Los Angeles County, California	Westec Services, Inc.	
LA-01978		1990	Salls, Roy A.	Report of Archaeological Reconnaissance Survey of Santa Clarita, California-newhall Carrier Annex Environmental Assessment, Esa Project Number 9094c Newhall California	Northridge Center for Public Archaeology, CSUN	
LA-02305	Paleo -	1990	Moratto, Michael J.	Cultural and Paleontologic Resources in the Santa Susana and Santa Monica Mountains, Los Angeles County, California	Iinfortec Research, Inc.	19-000802, 19-001592, 19-001593, 19-001594, 19-001598, 19-003989, 19-100356, 19-100357, 19-100358, 19-120065, 56-001011
LA-02950		1992	Anonymous	Consolidated Report: Cultural Resource Studies for the Proposed Pacific Pipeline Project	Peak & Associates, Inc.	19-000007, 19-000021, 19-000034, 19-000089, 19-000251, 19-000357, 19-000385, 19-000389, 19-000390, 19-000407, 19-000409, 19-000668, 19-000781, 19-000830, 19-000887, 19-000901, 19-000963, 19-001097, 19-001112, 19-001124, 19-001575, 19-001620
LA-03000		1993	Simon, Joseph M. and David S. Whitley	Phase I Archaeological Survey and Cultural Resources Assessment for the 225 Acres Alternative Site 2 Study Area, Santa Clarita, Los Angeles County, California	W & S Consultants	
LA-05533		2000	Smith, Philomene C.	Negative Archaeological Report: Rock-lined Section and the Addition of an Access to Paved Section of Drainage Channel Near Interstate 5 in Santa Clarita	Caltrans District 7	
LA-05855		2001	Anonymous	Phase I Archaeological Survey of the 558 Acres Old Road Study Area, Los Angeles County, California	W & S Consultants	
LA-09063		2003	Schmidt, June A.	Negative Archaeological Survey Report: Church of the Nazarene (c.u.p. No. 03-090) 23857 the Old Road, Santa Clarita, Los Angeles County.	Compass Rose Archaeological, Inc.	

Report List

1TCD020100

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-09066		2004	Shepard, Richard S.	Phase I Cultural Resource Assessment for Lyons Canyon Ranch Specific Plan, Tentative Tract Map 53653, Santa Clarita, Los Angeles County, California.	BonTerra Consulting	
LA-12526		2013	Ehringer, Candace, Ramirez, Katherine, and Vader, Michael	Santa Clarita Valley Sanitation District Chloride TMDL Facilities Plan Project, Phase I Cultural Resources Assessment	ESA	19-002150, 19-002233, 19-002234, 19-002681, 19-004321, 19-179645, 19-186112, 19-186541, 19-186567, 19-186859, 19-187055, 19-188007, 19-190312, 19-190313, 19-190314, 19-190315, 19-190316, 19-190317, 19-190318, 19-190319, 19-190320, 19-190321, 19-190322, 56-001262, 56-151768
LA-13109	Paleo -	2015	McKenna, Jeanette A.	A CLASS III/SECTION 106 AND PHASE I CEQA CULTURAL RESOURCES INVESTIGATION FOR THE PROPOSED STORM DRAIN IMPROVEMENT AREAS IN THE NEWHALL AND SANTA CLARITA AREAS OF LOS ANGELES COUNTY, CALIFORNIA	McKENNA et al.	19-190047

Resource List

1TCD020100

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-19-000802	CA-LAN-000802		Site	Prehistoric	AP02		LA-00842, LA-02305, VN-00988
P-19-004424		Resource Name - SCE-1	Site	Historic	AH05; HP33		
P-19-100356		Resource Name - Wooden Structural Remains; Resource Name - C.R.1	Other	Historic	AH16		LA-02305
P-19-100358		Resource Name - Well; Resource Name - C.R.3	Other	Historic	AH05		LA-02305
P-19-120065		Resource Name - C.R.4, Corral	Site	Historic	AH11		LA-02305

ATTACHMENT B

NATIVE AMERICAN HERITAGE COMMISSION SACRED LANDS FILE DATABASE SEARCH

NATIVE AMERICAN HERITAGE COMMISSION

CHAIRPERSON
Reginald Pagaling
Chumash

VICE-CHAIRPERSON
Buffy McQuillen
Yokayo Pomo, Yuki, Nomlaki

SECRETARY
Sara Dutschke
Miwok

PARLIAMENTARIAN
Wayne Nelson
Luiseño

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
Stanley Rodriguez
Kumeyaay

COMMISSIONER
Reid Milanovich
Cahuilla

COMMISSIONER
Bennae Calac
Pauma-Yuima Band of Luiseño Indians

COMMISSIONER
Vacant

ACTING EXECUTIVE SECRETARY
MICHELLE CARR

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov

July 30, 2025

Charles Cisneros
Psomas

Via Email to: Charles.Cisneros@psomas.com

Re: 24000 Old Road Project, Los Angeles County

To Whom It May Concern:

As requested, a search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed based on information submitted for the above referenced project. The results were positive. Please contact the Fernandeño Tataviam Band of Mission Indians on the attached list for more information. Be aware that tribes do not always record their sacred sites in the SLF, nor are they required to do so. As such, an SLF search is not a substitute for consultation with all tribes that are traditionally and culturally affiliated with a project's geographic area.

Attached is a list of Native American tribes that are traditionally and culturally affiliated with the project's geographic area. Please contact all of the listed tribes as they may have information about sacred sites within the project area that is not listed with the NAHC.

If within two weeks of notification, a response has not been received, the Commission requests that you follow up with a telephone call or email to ensure that the project information was received.

If you receive notification of a change of address or phone number from a tribe, please inform the NAHC so that we can assure that our lists contain current information.

In addition to engaging in tribal consultation, you should consult the appropriate regional California Historical Research Information System (CHRIS) information center to determine whether it has information regarding the presence of recorded archaeological sites within the project area.

If you have any questions or need additional information, please contact me at my email address: melina.carlos@nahc.ca.gov

Sincerely,

Melina Carlos

Melina Carlos
Cultural Resources Analyst

Attachment

County	Tribe Name	Fed (F) Non-Fed (N)	Contact Person	Contact Address	Phone #	Fax #	Email Address	Cultural Affiliation	Counties	Last Updated
Los Angeles	Barbareño/Ventureño Band of Mission Indians	N	Cultural Resource Committee,	P.O. Box 364 Ojai, CA, 93024	(805) 746-6685		CR@bvbmi.com	Chumash	Kern,Los Angeles,San Luis Obispo,Santa Barbara,Ventura	6/19/2023
	Coastal Band of the Chumash Nation	N	Michael Khuz-Zarate, CBCN Vice Chairman	5151 W Vartikian Ave. Fresno, CA, 93722	(559) 761-9827		mkhus70@gmail.com	Chumash	Kern,Los Angeles,San Luis Obispo,Santa Barbara,Ventura	5/14/2025
	Coastal Band of the Chumash Nation	N	Janet Hall, CBCN Cultural Resources Manager	1529 West Lemon Ave. Lompoc, CA, 93436	(805) 451-8757		tasinhall@yahoo.com	Chumash	Kern,Los Angeles,San Luis Obispo,Santa Barbara,Ventura	5/14/2025
	Coastal Band of the Chumash Nation	N	Mati Waiya, Tribal Chair	16500 S Mountain Drive Santa Paula, CA, 93060	(805) 794-1248		tribalchair@coastalband.org	Chumash	Kern,Los Angeles,San Luis Obispo,Santa Barbara,Ventura	5/14/2025
	Fernandeno Tataviam Band of Mission Indians	N	Sarah Brunzell, CRM Manager	1019 Second Street San Fernando, CA, 91340	(818) 837-0794		CRM@tataviam-nsn.us	Tataviam	Kern,Los Angeles,Ventura	5/25/2023
	Gabrieleno Band of Mission Indians - Kizh Nation	N	Andrew Salas, Chairperson	P.O. Box 393 Covina, CA, 91723	(844) 390-0787		admin@gabrielenoindians.org	Gabrieleno	Los Angeles,Orange,Riverside,San Bernardino,Santa Barbara,Ventura	8/18/2023
	Gabrieleno Band of Mission Indians - Kizh Nation	N	Christina Swindall Martinez, Secretary	P.O. Box 393 Covina, CA, 91723	(844) 390-0787		admin@gabrielenoindians.org	Gabrieleno	Los Angeles,Orange,Riverside,San Bernardino,Santa Barbara,Ventura	8/18/2023
	Gabrieleno/Tongva San Gabriel Band of Mission Indians	N	Anthony Morales, Chairperson	P.O. Box 693 San Gabriel, CA, 91778	(626) 483-3564	(626) 286-1262	GTTribalcouncil@aol.com	Gabrieleno	Los Angeles,Orange,Riverside,San Bernardino,Santa Barbara,Ventura	12/4/2023
	Gabrielino Tongva Indians of California Tribal Council	N	Christina Conley, Cultural Resource Administrator	P.O. Box 941078 Simi Valley, CA, 93094	(626) 407-8761		christina.marsden@alumni.usc.edu	Gabrielino	Los Angeles,Orange,Riverside,San Bernardino,Santa Barbara,Ventura	3/16/2023
	Gabrielino Tongva Indians of California Tribal Council	N	Robert Dorame, Chairperson	P.O. Box 490 Bellflower, CA, 90707	(562) 761-6417	(562) 761-6417	gtongva@gmail.com	Gabrielino	Los Angeles,Orange,Riverside,San Bernardino,Santa Barbara,Ventura	3/16/2023
	Gabrielino/Tongva Nation	N	Sandonne Goad, Chairperson	106 1/2 Judge John Aiso St., #231 Los Angeles, CA, 90012	(951) 807-0479		sgoad@gabrielino-tongva.com	Gabrielino	Los Angeles,Orange,Riverside,San Bernardino,Santa Barbara,Ventura	3/28/2023
	Gabrielino-Tongva Tribe	N	Charles Alvarez, Chairperson	23454 Vanowen Street West Hills, CA, 91307	(310) 403-6048		Chavez1956metro@gmail.com	Gabrielino	Los Angeles,Orange,Riverside,San Bernardino,Santa Barbara,Ventura	5/30/2023
	Gabrielino-Tongva Tribe	N	Sam Dunlap, Cultural Resource Director	P.O. Box 3919 Seal Beach, CA, 90740	(909) 262-9351		tongvatcr@gmail.com	Gabrielino	Los Angeles,Orange,Riverside,San Bernardino,Santa Barbara,Ventura	5/30/2023
	Northern Chumash Tribal Council	N	Violet Walker, Chairperson	P.O. Box 6533 Los Osos, CA, 93412	(760) 549-3532		violetsagewalker@gmail.com	Chumash	Kern,Los Angeles,San Luis Obispo,Santa Barbara,Ventura	6/5/2023
	San Fernando Band of Mission Indians	N	Donna Yocum, Chairperson	P.O. Box 221838 Newhall, CA, 91322	(503) 539-0933	(503) 574-3308	dyocum@sfbmi.org	Kitanemuk Vanyume Tatavian	Kern,Los Angeles,San Bernardino,Ventura	5/8/2023
	Santa Ynez Band of Chumash Indians	F	Wendy Teeter, Cultural Resources Archaeologist	100 Via Juana Road Santa Ynez, CA, 93460	(805) 325-8630		wteeter@chumash.gov	Chumash	Kern,Los Angeles,San Luis Obispo,Santa Barbara,Ventura	7/6/2023
	Santa Ynez Band of Chumash Indians	F	, General CRM Consultation Accour	100 Via Juana Road Santa Ynez, CA, 93460			CRMConsultation@chumash.gov	Chumash	Kern,Los Angeles,San Luis Obispo,Santa Barbara,Ventura	4/28/2025
	Santa Ynez Band of Chumash Indians	F	Nakia Zavalla, Tribal Historic Preservation Officer	100 Via Juana Road Santa Ynez, CA, 93460			nzavalla@chumash.gov	Chumash	Kern,Los Angeles,San Luis Obispo,Santa Barbara,Ventura	7/6/2023
	Santa Ynez Band of Chumash Indians	F	Sam Cohen, Government & Legal Affairs Director	100 Via Juana Road Santa Ynez, CA, 93460			scohen@chumash.gov	Chumash	Kern,Los Angeles,San Luis Obispo,Santa Barbara,Ventura	7/6/2023

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed 24000 Old Road Project, Los Angeles County.

Record: PROJ-2025-004197
Report Type: List of Tribes
Counties: Los Angeles
NAHC Group: All

ATTACHMENT C

NATIVE AMERICAN OUTREACH AND CONTACT LOG

Tribe Name	Contact Person	Follow Up Notes (9/16/25)	Contact Address	Phone #	Email Address
Barbareño/Ventureño Band of Mission Indians	Cultural Resource Committee,	Received 8/20 // **requests consultation & involvement** // asks for construction phasing timeline // asks if any other tribes are consulting & states Coastal Band has no jurisdiction within Project APE	P.O. Box 364 Ojai, CA, 93024	(805) 746-6685	CR@bvbmi.com
Coastal Band of the Chumash Nation	Michael Khuz-Zarate, CBCN Vice Chairman	Received 8/18 // Left VM	5151 W Vartikian Ave. Fresno, CA, 93722	(559) 761-9827	mkhus70@gmail.com
Coastal Band of the Chumash Nation	Janet Hall, CBCN Cultural Resources Manager	Received ND // states that she isn't sure if it's within their jurisdiction, asks how much longer they have to request consultation, **requests preliminary consultation** but would like to confirm that after 9/27 tribal meeting determining jurisdictional areas. Emailed copy of project location map	1529 West Lemon Ave. Lompoc, CA, 93436	(805) 451-8757	tasinhall@yahoo.com
Coastal Band of the Chumash Nation	Mati Waiya, Tribal Chair	Received 8/27 // see above notes	16500 S Mountain Drive Santa Paula, CA, 93060	(805) 794-1248	tribalchair@coastalband.org
Fernandeno Tataviam Band of Mission Indians	Sarah Brunzell, CRM Manager	Received 8/20 // Left VM	1019 Second Street San Fernando, CA, 91340	(818) 837-0794	CRM@tataviam-nsn.us
Gabrieleno Band of Mission Indians - Kizh Nation	Andrew Salas, Chairperson	Received 8/18 // spoke with admin, need to review project location to confirm if within their jurisdiction. Map emailed 9/16	P.O. Box 393 Covina, CA, 91723	(844) 390-0787	admin@gabrielenoindians.org
Gabrieleno Band of Mission Indians - Kizh Nation	Christina Swindall Martinez, Secretary	Received 8/18 / see above	P.O. Box 393 Covina, CA, 91723	(844) 390-0787	admin@gabrielenoindians.org
Gabrieleno/Tongva San Gabriel Band of Mission Indians	Anthony Morales, Chairperson	Received 8/18 // Left VM, emailed to son Adrian 9/16	P.O. Box 693 San Gabriel, CA, 91778	(626) 483-3564	GTTribalcouncil@aol.com
Gabrielino Tongva Indians of California Tribal Council	Christina Conley, Cultural Resource Administrator	Received 8/18 // Left VM	P.O. Box 941078 Simi Valley, CA, 93094	(626) 407-8761	christina.marsden@alumni.usc.edu
Gabrielino Tongva Indians of California Tribal Council	Robert Dorame, Chairperson	Received 9/10 // Says project is outside of their jurisdiction	P.O. Box 490 Bellflower, CA, 90707	(562) 761-6417	gtongva@gmail.com
Gabrielino/Tongva Nation	Sandonne Goad, Chairperson	Received 8/18 // Left VM	106 1/2 Judge John Aiso St., #231 Los Angeles, CA, 90012	(951) 807-0479	sgoad@gabrielino-tongva.com
Gabrielino-Tongva Tribe	Charles Alvarez, Chairperson	RETURNED TO SENDER - UNDELIVERABLE	23454 Vanowen Street West Hills, CA, 91307	(310) 403-6048	Chavez1956metro@gmail.com
Gabrielino-Tongva Tribe	Sam Dunlap, Cultural Resource Director	RETURNED TO SENDER - UNDELIVERABLE // emailed 9/16	P.O. Box 3919 Seal Beach, CA, 90740	(909) 262-9351	tongvatcr@gmail.com
Northern Chumash Tribal Council	Violet Walker, Chairperson	Received 8/28 // Mailbox full, emailed 9/16	P.O. Box 6533 Los Osos, CA, 93412	(760) 549-3532	violetsagewalker@gmail.com
San Fernando Band of Mission Indians	Donna Yocum, Chairperson	Received 8/29 // Left VM	P.O. Box 221838 Newhall, CA, 91322	(503) 539-0933	dyocum@sfbmi.org
Santa Ynez Band of Chumash Indians	Wendy Teeter, Cultural Resources Archaeologist	Received 8/18 / Left VM	100 Via Juana Road Santa Ynez, CA, 93460	(805) 325-8630	wteeter@chumash.gov
Santa Ynez Band of Chumash Indians	, General CRM Consultation Account	Receiced 8/18 // emailed	100 Via Juana Road Santa Ynez, CA, 93460		CRMConsultation@chumash.gov
Santa Ynez Band of Chumash Indians	Nakia Zavalla, Tribal Historic Preservation Officer	Received 8/25 // see above	100 Via Juana Road Santa Ynez, CA, 93460		nzavalla@chumash.gov
Santa Ynez Band of Chumash Indians	Sam Cohen, Government & Legal Affairs Director	Received 8/18 // see above	100 Via Juana Road Santa Ynez, CA, 93460		scohen@chumash.gov

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed 24000 Old Road Project, Los Angeles County.

ATTACHMENT D

DPR 523 FORM: 24000 THE OLD ROAD

Appendix E

Energy Resources Data

Energy Use Summary

Construction Phase (gallons/construction period)	Gasoline	Diesel
Construction Equipment	0	25,414
Worker Trips	2,430	6
Vendor Trips	1,418	15
Haul Trucks	0	0
Total	**3,848**	**25,435**

Operations Phase (gallons/year)	Gasoline	Diesel	Natural Gas (kBTU/yr)	Electricity (kWh/yr)
User Defined Commercial	15,826	1,445	1,079,443	1,326,520
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
All Land Uses	**15,826**	**1,445**	**1,079,443**	**1,326,520**

Appendix F

Roadway Construction Noise Model Results

Construction Noise and Vibration Calculations

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 9/1/2026
Case Description: 24000 The Old Road Project - Site Preparation (Lmax)

---- Receptor #1 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Nearest Medical/Commercial to the Southeast	Commercial	65	65	55

			Equipment			
	Impact		Spec Lmax	Actual Lmax	Receptor Distance	Estimated Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Grader	No	40	85		280	0
Roller	No	20		80	280	0
Backhoe	No	40		77.6	280	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Grader	70	66.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	65	58	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	62.6	58.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	70	67.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Nearest Church to the Southeast	Residential	65	65	55

			Equipment			
	Impact		Spec Lmax	Actual Lmax	Receptor Distance	Estimated Shielding
Description	Device	Usage(%)	(dBA)	(dBA)	(feet)	(dBA)
Grader	No	40	85		375	0
Roller	No	20		80	375	0
Backhoe	No	40		77.6	375	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Grader	67.5	63.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	62.5	55.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	60.1	56.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	67.5	64.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Historical/Commercial to the Northwest	Commercial	64	64	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Grader	No	40	85		840	0
Roller	No	20		80	840	0
Backhoe	No	40		77.6	840	0

Results

Equipment		Calculated (dBA) *Lmax	Leq	Noise Limits (dBA) Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq	Noise Limit Exceedance (dBA) Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq
Grader		60.5	56.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller		55.5	48.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe		53.1	49.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	60.5	57.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Residential to the North	Residential	55	55	50

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Grader	No	40	85		1490	15
Roller	No	20		80	1490	15
Backhoe	No	40		77.6	1490	15

Results

Equipment		Calculated (dBA) *Lmax	Leq	Noise Limits (dBA) Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq	Noise Limit Exceedance (dBA) Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq
Grader		40.5	36.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller		35.5	28.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe		33.1	29.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	40.5	37.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 9/1/2026
Case Description: 24000 The Old Road Project - Site Preparation

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Medical/Commercial to the Southeast	Commercial	65	65	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Grader	No	40	85		470	0
Roller	No	20		80	470	0
Backhoe	No	40		77.6	470	0

Results

		Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Grader		65.5	61.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller		60.5	53.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe		58.1	54.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	65.5	62.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Church to the Southeast	Residential	65	65	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Grader	No	40	85		640	0
Roller	No	20		80	640	0
Backhoe	No	40		77.6	640	0

Results

		Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Grader		62.9	58.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller		57.9	50.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe		55.4	51.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	62.9	60.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Historical/Commercial to the Northwest	Commercial	64	64	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Grader	No	40	85		930	0
Roller	No	20		80	930	0
Backhoe	No	40		77.6	930	0

Results

Equipment		Calculated (dBA) *Lmax	Leq	Noise Limits (dBA) Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq	Noise Limit Exceedance (dBA) Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq
Grader		59.6	55.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller		54.6	47.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe		52.2	48.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	59.6	56.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Residential to the North	Residential	55	55	50

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Grader	No	40	85		1520	15
Roller	No	20		80	1520	15
Backhoe	No	40		77.6	1520	15

Results

Equipment		Calculated (dBA) *Lmax	Leq	Noise Limits (dBA) Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq	Noise Limit Exceedance (dBA) Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq
Grader		40.3	36.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller		35.3	28.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe		32.9	28.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	40.3	37.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Report date: 9/1/2026
Case Description: 24000 The Old Road Project - Grading (Lmax)

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Medical/Commercial to the Southeast	Commercial	65	65	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Grader	No	40	85		280	0
Roller	No	20		80	280	0
Roller	No	20		80	280	0
Front End Loader	No	40		79.1	280	0
Excavator	No	40		80.7	280	0

Results

	Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Grader	70	66.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	65	58	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	65	58	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	64.1	60.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	65.7	61.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	70	68.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Church to the Southeast	Residential	65	65	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Grader	No	40	85		375	0
Roller	No	20		80	375	0
Roller	No	20		80	375	0
Front End Loader	No	40		79.1	375	0
Excavator	No	40		80.7	375	0

Results

	Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Grader	67.5	63.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	62.5	55.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	62.5	55.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	61.6	57.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	63.2	59.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	67.5	66.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Nearest Historical/Commercial to the Northwest	Commercial	64	64	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Grader	No	40	85		840	0
Roller	No	20		80	840	0
Roller	No	20		80	840	0
Front End Loader	No	40		79.1	840	0
Excavator	No	40		80.7	840	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Grader	60.5	56.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	55.5	48.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	55.5	48.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	54.6	50.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	56.2	52.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	60.5	59.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Nearest Residential to the North	Residential	55	55	50

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Grader	No	40	85		1490	15
Roller	No	20		80	1490	15
Roller	No	20		80	1490	15
Front End Loader	No	40		79.1	1490	15
Excavator	No	40		80.7	1490	15

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Grader	40.5	36.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	35.5	28.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	35.5	28.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	34.6	30.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	36.2	32.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	40.5	39.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Report date: 9/1/2026
Case Description: 24000 The Old Road Project - Grading

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Medical/Commercial to the Southeast	Commercial	65	65	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Grader	No	40	85		470	0
Roller	No	20		80	470	0
Roller	No	20		80	470	0
Front End Loader	No	40		79.1	470	0
Excavator	No	40		80.7	470	0

Results

	Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Grader	65.5	61.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	60.5	53.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	60.5	53.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	59.6	55.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	61.2	57.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	65.5	64.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Church to the Southeast	Residential	65	65	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Grader	No	40	85		640	0
Roller	No	20		80	640	0
Roller	No	20		80	640	0
Front End Loader	No	40		79.1	640	0
Excavator	No	40		80.7	640	0

Results

	Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Grader	62.9	58.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	57.9	50.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	57.9	50.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	57	53	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	58.6	54.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	62.9	61.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Nearest Historical/Commercial to the Northwest	Commercial	64	64	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Grader	No	40	85		930	0
Roller	No	20		80	930	0
Roller	No	20		80	930	0
Front End Loader	No	40		79.1	930	0
Excavator	No	40		80.7	930	0

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Grader	59.6	55.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	54.6	47.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	54.6	47.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	53.7	49.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	55.3	51.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	59.6	58.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Nearest Residential to the North	Residential	55	55	50

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Grader	No	40	85		1520	15
Roller	No	20		80	1520	15
Roller	No	20		80	1520	15
Front End Loader	No	40		79.1	1520	15
Excavator	No	40		80.7	1520	15

Results

	Calculated (dBA)		Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Grader	40.3	36.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	35.3	28.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	35.3	28.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	34.5	30.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	36.1	32.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	40.3	39.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 9/1/2026
Case Description: 24000 The Old Road Project - Building Construction (Lmax)

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Medical/Commercial to the Southeast	Commercial	65	65	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Pumps	No	50		80.9	590	0
Crane	No	16		80.6	590	0
Man Lift	No	20		74.7	590	0
Man Lift	No	20		74.7	590	0

Results

	Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Pumps	59.5	56.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane	59.1	51.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift	53.3	46.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift	53.3	46.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	59.5	58.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Church to the Southeast	Residential	65	65	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Pumps	No	50		80.9	760	0
Crane	No	16		80.6	760	0
Man Lift	No	20		74.7	760	0
Man Lift	No	20		74.7	760	0

Results

	Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Pumps	57.3	54.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane	56.9	49	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift	51.1	44.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift	51.1	44.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	57.3	56	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Historical/Commercial to the Northwest	Commercial	64	64	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Pumps	No	50		80.9	1250	0
Crane	No	16		80.6	1250	0
Man Lift	No	20		74.7	1250	0
Man Lift	No	20		74.7	1250	0

Results

		Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Pumps		53	50	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane		52.6	44.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift		46.7	39.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift		46.7	39.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	53	51.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Residential to the North	Residential	55	55	50

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Pumps	No	50		80.9	1700	15
Crane	No	16		80.6	1700	15
Man Lift	No	20		74.7	1700	15
Man Lift	No	20		74.7	1700	15

Results

		Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Pumps		35.3	32.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane		34.9	27	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift		29.1	22.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift		29.1	22.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	35.3	34	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 9/1/2026
Case Description: 24000 The Old Road Project - Building Construction

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Medical/Commercial to the Southeast	Commercial	65	65	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Pumps	No	50		80.9	590	0
Crane	No	16		80.6	590	0
Man Lift	No	20		74.7	590	0
Man Lift	No	20		74.7	590	0

Results

	Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Pumps	59.5	56.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane	59.1	51.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift	53.3	46.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift	53.3	46.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	59.5	58.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Church to the Southeast	Residential	65	65	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Pumps	No	50		80.9	760	0
Crane	No	16		80.6	760	0
Man Lift	No	20		74.7	760	0
Man Lift	No	20		74.7	760	0

Results

	Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Pumps	57.3	54.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane	56.9	49	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift	51.1	44.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift	51.1	44.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	57.3	56	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Historical/Commercial to the Northwest	Commercial	64	64	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Pumps	No	50		80.9	1250	0
Crane	No	16		80.6	1250	0
Man Lift	No	20		74.7	1250	0
Man Lift	No	20		74.7	1250	0

Results

		Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Pumps		53	50	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane		52.6	44.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift		46.7	39.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift		46.7	39.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	53	51.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Residential to the North	Residential	55	55	50

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Pumps	No	50		80.9	1700	15
Crane	No	16		80.6	1700	15
Man Lift	No	20		74.7	1700	15
Man Lift	No	20		74.7	1700	15

Results

		Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Pumps		35.3	32.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane		34.9	27	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift		29.1	22.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift		29.1	22.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	35.3	34	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 9/1/2026
Case Description: 24000 The Old Road Project - Paving (Lmax)

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Medical/Commercial to the Southeast	Commercial	65	65	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50	85		265	0
Paving Equipment	No	40		80	265	0
Roller	No	20	85		265	0

Results

		Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Paver		70.5	67.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paving Equipment		65.5	61.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller		70.5	63.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	70.5	69.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Church to the Southeast	Residential	65	65	55

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50	85		390	0
Paving Equipment	No	40		80	390	0
Roller	No	20	85		390	0

Results

		Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Paver		67.2	64.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paving Equipment		62.2	58.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller		67.2	60.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	67.2	66.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Historical/Commercial to the Northwest	Commercial	64	64	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50	85		1215	0
Paving Equipment	No	40		80	1215	0
Roller	No	20	85		1215	0

Results

Equipment	Calculated (dBA) *Lmax	Leq	Noise Limits (dBA) Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq	Noise Limit Exceedance (dBA) Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq
Paver	57.3	54.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paving Equipment	52.3	48.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	57.3	50.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	57.3	56.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Residential to the North	Residential	55	55	50

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50	85		1700	15
Paving Equipment	No	40		80	1700	15
Roller	No	20	85		1700	15

Results

Equipment	Calculated (dBA) *Lmax	Leq	Noise Limits (dBA) Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq	Noise Limit Exceedance (dBA) Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq
Paver	39.4	36.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paving Equipment	34.4	30.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	39.4	32.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	39.4	38.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 9/1/2026
Case Description: 24000 The Old Road Project - Paving

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Medical/Commercial to the Southeast	Commercial	65	65	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	490	0
Paving Equipment	No	40		80	490	0
Roller	No	20		80	490	0

Results

		Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Paver		57.4	54.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paving Equipment		60.2	56.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller		60.2	53.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	60.2	59.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Church to the Southeast	Residential	65	65	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	650	0
Paving Equipment	No	40		80	650	0
Roller	No	20		80	650	0

Results

		Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Paver		54.9	51.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paving Equipment		57.7	53.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller		57.7	50.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	57.7	57.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Historical/Commercial to the Northwest	Commercial	64	64	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	1230	0
Paving Equipment	No	40		80	1230	0
Roller	No	20		80	1230	0

Results

Equipment	Calculated (dBA) *Lmax	Leq	Noise Limits (dBA) Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq	Noise Limit Exceedance (dBA) Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq
Paver	49.4	46.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paving Equipment	52.2	48.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	52.2	45.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	52.2	51.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Residential to the North	Residential	55	55	50

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50		77.2	1700	15
Paving Equipment	No	40		80	1700	15
Roller	No	20		80	1700	15

Results

Equipment	Calculated (dBA) *Lmax	Leq	Noise Limits (dBA) Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq	Noise Limit Exceedance (dBA) Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq
Paver	31.6	28.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paving Equipment	34.4	30.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	34.4	27.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	34.4	33.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Report date: 9/1/2026
Case Description: 24000 The Old Road Project - Architectural Coating (Lmax)

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Medical/Commercial to the Southeast	Commercial	65	65	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Man Lift	No	20		74.7	590	0
Man Lift	No	20		74.7	590	0
Compressor (air)	No	40		77.7	590	0
Compressor (air)	No	40		77.7	590	0

Results

Equipment		Calculated (dBA) *Lmax	Leq	Noise Limits (dBA) Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq	Noise Limit Exceedance (dBA) Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq
Man Lift		53.3	46.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift		53.3	46.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)		56.2	52.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)		56.2	52.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	56.2	56.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Church to the Southeast	Residential	65	65	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Man Lift	No	20		74.7	760	0
Man Lift	No	20		74.7	760	0
Compressor (air)	No	40		77.7	760	0
Compressor (air)	No	40		77.7	760	0

Results

Equipment		Calculated (dBA) *Lmax	Leq	Noise Limits (dBA) Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq	Noise Limit Exceedance (dBA) Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq
Man Lift		51.1	44.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift		51.1	44.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)		54	50.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)		54	50.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	54	54	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Historical/Commercial to the Northwest	Commercial	64	64	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Man Lift	No	20		74.7	1250	0
Man Lift	No	20		74.7	1250	0
Compressor (air)	No	40		77.7	1250	0
Compressor (air)	No	40		77.7	1250	0

Results

		Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Man Lift		46.7	39.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift		46.7	39.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)		49.7	45.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)		49.7	45.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	49.7	49.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Residential to the North	Residential	55	55	50

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Man Lift	No	20		74.7	1700	15
Man Lift	No	20		74.7	1700	15
Compressor (air)	No	40		77.7	1700	15
Compressor (air)	No	40		77.7	1700	15

Results

		Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Man Lift		29.1	22.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift		29.1	22.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)		32	28.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)		32	28.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	32	32	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 9/1/2026
Case Description: 24000 The Old Road Project - Architectural Coating

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Medical/Commercial to the Southeast	Commercial	65	65	55

Equipment Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Man Lift	No	20		74.7	590	0
Man Lift	No	20		74.7	590	0
Compressor (air)	No	40		77.7	590	0
Compressor (air)	No	40		77.7	590	0

Results

		Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Man Lift		53.3	46.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift		53.3	46.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)		56.2	52.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)		56.2	52.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	56.2	56.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #2 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Church to the Southeast	Residential	65	65	55

Equipment Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Man Lift	No	20		74.7	760	0
Man Lift	No	20		74.7	760	0
Compressor (air)	No	40		77.7	760	0
Compressor (air)	No	40		77.7	760	0

Results

		Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Man Lift		51.1	44.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift		51.1	44.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)		54	50.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)		54	50.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	54	54	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #3 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Historical/Commercial to the Northwest	Commercial	64	64	55

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Man Lift	No	20		74.7	1250	0
Man Lift	No	20		74.7	1250	0
Compressor (air)	No	40		77.7	1250	0
Compressor (air)	No	40		77.7	1250	0

Results

		Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Man Lift		46.7	39.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift		46.7	39.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)		49.7	45.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)		49.7	45.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	49.7	49.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

---- Receptor #4 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Nearest Residential to the North	Residential	55	55	50

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Man Lift	No	20		74.7	1700	15
Man Lift	No	20		74.7	1700	15
Compressor (air)	No	40		77.7	1700	15
Compressor (air)	No	40		77.7	1700	15

Results

		Calculated (dBA)		Noise Limits (dBA) Day		Evening		Night		Noise Limit Exceedance (dBA) Day		Evening		Night	
Equipment		*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Man Lift		29.1	22.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift		29.1	22.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)		32	28.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compressor (air)		32	28.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Total	32	32	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Construction Vibration

	Receptors					
	Nearest Structure to the North		Nearest Structure to the South		Nearest Structure to the Northwest	
	Distance to Closest Receiver (ft)		Distance to Closest Receiver (ft)		Distance to Closest Receiver (ft)	
Distance	270		250		570	
Equipment	**PPV_{ref} (@ 25 ft, in/sec)**	**PPV (in/sec)**	**PPV_{ref} (@ 25 ft, in/sec)**	**PPV (in/sec)**	**PPV_{ref} (@ 25 ft, in/sec)**	**PPV (in/sec)**
Vibratory Roller	0.21	0.006	0.21	0.007	0.21	0.002
Hoe Ram	0.089	0.003	0.089	0.003	0.089	0.001
Large Bulldozer	0.089	0.003	0.089	0.003	0.089	0.001
Caisson Drilling	0.089	0.003	0.089	0.003	0.089	0.001
Loaded Trucks	0.076	0.002	0.076	0.002	0.076	0.001
Jackhammer	0.035	0.001	0.035	0.001	0.035	0.0003
Small Bulldozer	0.003	0.0001	0.003	0.0001	0.003	0.00003
Maximum Vibration Levels		**0.006**		**0.007**		**0.002**
Vibration Damage Threshold		**0.20**		**0.20**		**0.20**
LA County Vibration Annoyance Threshold		**0.01**		**0.01**		**0.01**
Exceeds Vibration Damage Threshold?		**No**		**No**		**No**
Exceeds Vibration Annoyance Threshold?		**No**		**No**		**No**

Note: Construction vibration levels are calculated at the setback of the nearest buildings to the Project site within each of the receptor properties.
Source: FTA 2018

Traffic Noise Data and Calculations

Los Angeles County					**20 April 2026**						
Psomas					**TNM 2.5**						
INPUT: ROADWAYS							**Average pavement type shall be used unless**				
PROJECT/CONTRACT:	**24000 The Old Road Self-Storage Project**						**a State highway agency substantiates the use**				
RUN:	**The Old Road - Existing CNEL**						**of a different type with the approval of FHWA**				
Roadway		**Points**									
Name	**Width**	**Name**	**No.**	**Coordinates (pavement)**			**Flow Control**			**Segment**	
				X	**Y**	**Z**	**Control Device**	**Speed Constraint**	**Percent Vehicles Affected**	**Pvmt Type**	**On Struct?**
	ft			ft	ft	ft		mph	%		
NB The Old Road	28.0	point1	1	1,173,532.2	12,475,072.0	1,415.00				Average	
		point2	2	1,172,907.8	12,475,592.0	1,405.30				Average	
		point3	3	1,172,057.8	12,476,308.0	1,392.00					
SB The Old Road	28.0	point4	4	1,172,011.8	12,476,268.0	1,394.00				Average	
		point5	5	1,172,872.9	12,475,543.0	1,407.40				Average	
		point6	6	1,173,488.8	12,475,025.0	1,417.00					

Los Angeles County **20 April 2026**
Psomas **TNM 2.5**

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: **24000 The Old Road Self-Storage Project**
RUN: **The Old Road - Existing CNEL**

Roadway	Points											
Name	Name	No.	Segment									
			Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
NB The Old Road	point1	1	393	50	36	50	9	45	0	0	0	0
	point2	2	393	50	36	50	9	45	0	0	0	0
	point3	3										
SB The Old Road	point4	4	393	50	36	50	9	45	0	0	0	0
	point5	5	393	50	36	50	9	45	0	0	0	0
	point6	6										

Los Angeles County						**20 April 2026**					
Psomas						**TNM 2.5**					
INPUT: RECEIVERS											
PROJECT/CONTRACT:	**24000 The Old Road Self-Storage Project**										
RUN:	**The Old Road - Existing CNEL**										
Receiver											
Name	**No.**	**#DUs**	**Coordinates (ground)**			**Height**	**Input Sound Levels and Criteria**				**Active**
			X	**Y**	**Z**	**above**	**Existing**	**Impact Criteria**		**NR**	**in**
						Ground	**LAeq1h**	**LAeq1h**	**Sub'l**	**Goal**	**Calc.**
			ft	ft	ft	ft	dBA	dBA	dB	dB	
Receiver1	1	1	1,173,033.0	12,475,251.0	1,419.00	4.92	0.00	66	10.0	8.0	Y

Los Angeles County
Psomas

20 April 2026
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

PROJECT/CONTRACT: 24000 The Old Road Self-Storage Project
RUN: The Old Road - Existing CNEL
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h		Increase over existing		Type Impact	With Barrier			
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc		Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver1	1	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	1	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Los Angeles County **20 April 2026**
Psomas **TNM 2.5**

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: **24000 The Old Road Self-Storage Project**
RUN: **The Old Road - Exist CNEL + Bldg Const**

Roadway	Points		Segment									
Name	Name	No.	Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
NB The Old Road	point1	1	394	50	37	50	9	45	0	0	0	0
	point2	2	394	50	37	50	9	45	0	0	0	0
	point3	3										
SB The Old Road	point4	4	394	50	37	50	9	45	0	0	0	0
	point5	5	394	50	37	50	9	45	0	0	0	0
	point6	6										

Los Angeles County
Psomas

20 April 2026
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 24000 The Old Road Self-Storage Project
RUN: The Old Road - Exist CNEL + Bldg Const
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver1	1	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	1	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Los Angeles County **20 April 2026**
Psomas **TNM 2.5**

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: **24000 The Old Road Self-Storage Project**
RUN: **Existing CNEL + Project Operation**

Roadway	Points											
Name	Name	No.	Segment									
			Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
NB The Old Road	point1	1	393	50	38	50	9	45	0	0	0	0
	point2	2	393	50	38	50	9	45	0	0	0	0
	point3	3										
SB The Old Road	point4	4	393	50	38	50	9	45	0	0	0	0
	point5	5	393	50	38	50	9	45	0	0	0	0
	point6	6										

Los Angeles County
Psomas

20 April 2026
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 24000 The Old Road Self-Storage Project
RUN: Existing CNEL + Project Operation
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

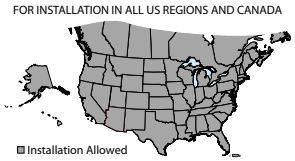
Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver1	1	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	1	0.0	0.0	0.0
All Impacted	0	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

HVAC Equipment Data and Noise Calculations

YORK®

TECHNICAL GUIDE



LX SERIES

SPLIT SYSTEM HEAT PUMPS

14 SEER – R-410A – 3 PHASE

2.5 THRU 5 NOMINAL TONS

MODELS: THE18 THRU 60



ISO 9001
Certified Quality
Management System

Due to continuous product improvement, specifications are subject to change without notice.

Visit us on the web at
www.simplygettingthejobdone.com and www.york.com

Additional rating information can be found at
www.ahridirectory.org

WARRANTY SUMMARY*

Standard 1-Year limited parts warranty.

Standard 5-Years limited compressor warranty.

*Does not apply to R-22 models or internet sales.
See Limited Warranty certificate in User's Information Manual for details.

DESCRIPTION

The THE model outdoor units are optimized for the 14 SEER / 8.2 HSPF Minimum Efficiency in all US Regions, and are specifically designed to be matched with York indoor coils, furnaces, and air handlers to provide a complete system solution.

FEATURES

- **Easier Installation -** Independent panels provide quick access for unit setup. Installation time is reduced by easy power and control wiring access. The factory installed filter-drier and factory charge for a 15-Ft lineset means less time spent brazing and charging the system. The small base dimension and reduced unit clearances make for easier retrofits.
- **Accessible Information -** QR code on unit provides quick access to technical documents and warranty information.
- **Durable Finish -** The coated steel wire fan guard, coated external fasteners, and pre-treated G90-equivalent galvanized steel chassis components resist corrosion and rust creep. Champagne colored powdercoat paint further protects external panels.
- **Rugged Coil Protection -** Coils are protected from mechanical damage by a proven stamped steel coil guard design.
- **Quality Coils -** Enhanced aluminum fins are mechanically bonded to copper tubing.
- **Protected Compressor -** Compressors are protected internally by a high pressure relief valve and a temperature sensor, and externally by the system high and low pressure switches. The liquid line filter-drier is factory installed to protect the compressor against moisture and debris.
- **Reliable Operation -** Ball bearing fan motors provide superior performance in extreme temperatures. Factory installed accumulator ensures proper functioning across a wide range of conditions.
- **Environmentally Friendly -** CFC-free R-410A refrigerant delivers environmentally friendly performance with zero ozone depletion.
- **Top Discharge -** Warm air is blown up, away from the structure and any landscaping and allows compact location on multi-unit applications.
- **Low Operating Sound Levels -** Developed using CFD and FEA tools, the sturdy cabinet and top design provides sound performance of 76 dBA or lower. Compatible accessories for further sound reduction are also available.
- **Better Service Access -** Diagonal base valves with open access for low-loss fittings, single panel access to the electrical controls, full corner access, and removable fan guard allow easy access for unit maintenance.
- **Agency Listed -** Safety certified by CSA to UL 1995 / CSA 22.2. Performance certified to ANSI/AHRI Standard 210/240 in accordance with the Unitary Small Equipment certification program.

APPLICATION & ACCESSORIES

Refer to Price Manual for specific model numbers.

Standard Application Limits*		
Maximum Lineset Equivalent Length		80 Ft
Outdoor Ambient Temperature Limits		
Cooling Operation	Maximum DB	125ºF
	Minimum DB	55ºF
Heating Operation	Maximum DB	75ºF
	Minimum DB	-20ºF

* For applications such as Low Ambient, reduced linesets, and/or long linesets, see the accessories listed below.

Standard Low Ambient Control Kit S1-2LA06700424: Allows the use of air conditioning at low outdoor ambient temperatures down to +20°F (-7°C). For use with all R-410A single stage AC & HP models.

Advanced Low Ambient Control Kit S1-2LA04701024: Contains the necessary components and controls to allow cooling operation down to -20ºF (-29ºC). For use with some R-410A single stage AC & HP models. This accessory can only be applied to models that contain a PSC outdoor fan motor.

High Ambient Outdoor Fan Motor S1-FHM**HT:** Class F 70°C motor to allow cooling operation up to 160ºF air entering the outdoor unit. For use with all R-410A single stage AC & HP models.

Compressor Crankcase Heater Kit (S1-025******):** A wrap-around electrical resistance heater that warms the compressor sump, reducing the chance of liquid slugging on startup. Required on all long lineset and low ambient applications. See Price Pages or Source1 SmartSearch for the correct part for each application.

OD T-stat for Electric Heat Staging S1-37327982001 - Prevents the operation of electric heat above the set ambient temperature. Can provide multi-stage heat control based on outdoor temperature.

Support Feet S1-HPRKIT-:** Kit of 5 support feet to raise unit above snow or landscaping. Available in heights of 3", 6" or 12".

Anchor Bracket Kit S1-1HK0401: Firmly anchors unit to pad or support structure. When properly installed, approved for ground-mounted or roof-mounted applications.

Indoor TXV Kit S1-1TVM*:** Thermal expansion valves precisely meter refrigerant for optimum performance over a wide range of conditions. See System Charge Table, Price Pages, or Source1 Smart Search for TXV part number for each AC & HP model.

Wall Mount Kit (S1-ACB-):** Includes two brackets to allow outdoor unit to be securely mounted to a vertical wall. Mounting hardware is field sourced according to the specific application.

Winter Cover Kit S1-CCVRE*:** Custom fit winter cover protects AC condensing unit from debris during the off-season. Must be removed prior to unit operation. See Price Pages or Source1 SmartSearch for the correct cover for each application.

Cold Weather Charging Tent S1-CHGTENT01: Provides warm environment to accurately service AC & HP systems in ambient conditions 55ºF (13ºC) or colder.

Touch-up Paint S1-5130153**:** Color matched aerosol paint for touching up unit chassis and panels. See Price Pages or Source1 SmartSearch for the correct color for each application.

Compressor Sound Blanket S1-01007xxx000: A field installed dense foam cover that provides 2dBA sound level reduction. See Price Pages or Source1 SmartSearch for the correct blanket for each application.

Thermostat: Compatible thermostat controls are available through accessory sourcing. For optimum performance, these outdoor units are fully compatible with our York Hx™ Touchscreen Thermostats available through Source1. For more information, see the thermostat section of the Product Equipment Catalog.

SOUND POWER RATINGS - COOLING

Cooling	Octave Band Sound Power Level (db re. 1-pW)								
Model Number	**63**	**125**	**250**	**500**	**1000**	**2000**	**4000**	**8000**	**dBA**
THE30B(3,4)1S	68.0	70.6	68.3	70.0	68.9	65.5	64.7	61.1	76
THE36B(3,4)2S	68.4	70.2	68.8	68.9	69.0	65.0	63.3	60.2	73
THE42B(3,4)3S	69.3	72.9	65.6	68.9	72.1	62.9	57.6	53.1	74
THE48B(3,4)1S	58.0	70.7	64.1	68.3	66.1	61.7	57.9	56.0	78
THE60B(3,4)1S	69.1	71.6	68.9	71.3	70.2	65.5	61.5	58.4	78
Heating	**Octave Band Sound Power Level (db re. 1-pW)**								
Model Number	**63**	**125**	**250**	**500**	**1000**	**2000**	**4000**	**8000**	**dBA**
THE30B(3,4)1S	70.3	74.6	70.5	71.9	68.9	66.0	60.4	58.7	76
THE36B(3,4)2S	69.3	70.0	70.8	71.3	70.8	67.1	62.5	61.3	75
THE42B(3,4)3S	69.2	68.4	65.9	70.8	69.3	64.6	62.1	57.9	73
THE48B(3,4)1S	61.2	69.6	65.8	68.1	65.5	60.3	55.2	52.4	78
THE60B(3,4)1S	72.6	73.4	70.8	71.9	69.0	67.2	65.4	65.5	78

Rated in accordance with ARI Standard 270.

SAMSUNG

SUBMITTAL AC018BNLDCH/AA / AC018BXADCH/AA (CNH18LDB / CXH18ADB)

Samsung Slim Duct, Single Zone Duct, Split System

Job Name _____ Location _____

Purchaser _____ Engineer _____

Submitted to _____ Reference ☐ Approval ☐ Construction ☐

Unit Designation _____ Schedule # _____

Specifications

Model	Indoor Unit Model Number (US Code)		AC018BNLDCH/AA (CNH18LDB)
	Outdoor Unit Model Number (US Code)		AC018BXADCH/AA (CXH18ADB)
Performance	Nominal Capacity	Cooling / Heating (Btu/h)	18,000 / 20,000
	Capacity Range	Cooling (Btu/h)	5,500 - 22,000
		Heating (Btu/h)	3,000 - 25,000
	AHRI 210-240 2017[1]	SEER	19.8
		EER	12.1
		HSPF	9.0
	AHRI 210-240 2023[2]	SEER2	20.0
		EER2	12.1
		HSPF2	7.5
Power	Voltage	ø / V / Hz	1 / 208-230 / 60
	Working Voltage Range (VAC)		187 - 253
	Operating Current (min. / std. / max.)	Cooling (A)	2.4 / 6.7 / 10.8
		Heating (A)	1.8 / 8.2 / 16.0
	Max. Breaker	Amps	25
	Min. Circuit Ampacity (A)		20.1
Dimensions	W X H X D (in.)	Indoor Unit	43 5/16 X 7 13/16 X 17 5/16
		Outdoor Unit	34 5/8 X 31 7/16 X 12 1/4
	Weight (lbs.)	Indoor Unit	49.4
		Outdoor Unit	118.4
	Duct Connections (W X H)	Supply (in.)	37 1/16 X 5 7/8
		Return (ID, in.)	38 1/2 X 6 5/8 (inside)
Sound Pressure Level	Indoor Unit dB(A)	L / M / H	28 / 32 / 35
	Outdoor Unit dB(A)	Cooling / Heating (high)	48 / 48
Operating Temperatures	Outdoor	Cooling	23 ~ 122°F (-5 ~ 50°C)
			0 ~ 122°F (-18 ~ 50°C) W/Baffle
		Heating	-13 ~ 75°F (-25 ~ 24°C)
	Indoor	Cooling	64 ~ 90°F (16 ~ 32°C)
		Heating	T ≤ 86°F (30°C)
Pipe Connections	Indoor & Outdoor	High side	1/4"
		Low side	1/2"
	Maximum (ft.)		164
	Maximum Vertical Separation (ft.)		98.4
	Condensate Connection (with included adapter)		1 1/4 in. OD, 1 in. ID
Refrigerant	Type		R410A
	Factory Charge	lbs.	4.41
	Charged for		24.6 ft.
Compressor	Manufacturer		Samsung
	Type		Inverter Driven, Twin BLDC Rotary
	RLA	Amps	12.7
Evaporator Fan	Type		BLDC (1) With Sirocco Fan (3)
	Air Volume	CFM (L/M/H)	353 / 459 / 600
	Output	Watts	84
	External Static Pressure	Standard ("WC)	0.1
		Min. / Max. ("WC)	0.0 / 0.24
Condenser Fan	Motor		BLDC With Axial Type Fan (1)
	FLA / Watts / CFM (max.)		1.25A X 1 / 125W X 1 / 2,154 CFM
Safety	Certifications		UL 60335-2-40
	Devices		PCB fuses, indoor unit terminal block thermal fuse, current transformer, over-voltage protection, crankcase heating, temperature limit protection logic, compressor overload sensing

This publication reflects both the 1987 Appendix M metric (SEER) and the 2023 Appendix M1 metric (SEER2). Efficiency requirements are published at 10 C.F.R. 430.32(c). Please refer to www.AHRInet.org for more information about updated energy metrics.

[1]Performance data certified by AHRI to AHRI 210-240 (2017) with Addendum 1.
[2]Performance data certified by AHRI to AHRI 210-240 (2023). Effective January 1st, 2023.

Samsung HVAC maintains a policy of ongoing development, specifications are subject to change without notice. Refer to www.AHRIdirectory.org for current reference numbers.





General Information

- The outdoor unit shall supply power to indoor unit via 14 AWG X 3 power wire
- High-voltage terminal block temperature sensor to disable unit in the event of power connection overheating
- Integral condensate pump with maximum 29" lift from bottom of the unit with check valve and float switch that disables indoor should condensate overflow be detected.
- Auto-restart after power loss
- Soft-start compressor minimizing current inrush
- All heat exchangers shall be mechanically bonded aluminum fin to copper tube
- The condensing unit heat exchanger salt spray test method: ISO-9227 - the heat exchanger showed no unusual rust or corrosion development to 3,000 hours.
- Base pan heater equipped as standard

Option settings

- The outdoor unit shall have snow accumulation prevention option setting to prevent snow drifting against an idle outdoor unit.
- Night-time Quiet Mode: reduction of operational sound during evening hours *(automatic or manual activation)*.
- Emergency Temperature Output (ETO) function: when indoor unit is in error status or when room temperature exceeds configurable temperature level, the system outputs a signal to an external source, e.g., backup system, building management system, alert device (ex: status light, warning lamp, buzzer).
- System can be set up as heating/cooling, cooling only, or heating only via outdoor unit option setting.
- Maximum Current Control configurable from 50% - 100% via outdoor unit, wired controller or central control

Indoor Fan

- Indoor fan is sirocco type
- Three fan speed settings and auto setting
- Washable filter as standard

Construction

- Outdoor unit shall be galvanized steel with a baked-on powder coated finish for durability
- Indoor Unit: Insulated, galvanized steel.

Controls

- Control wiring shall be 2 X 16 AWG wire
- No additional interface modules/adapters are required when connecting to Samsung central control options.
- The unit shall be operated via a wireless or wired remote control with DDC type signal
- Dual set temperature support when connected to MWR-WG00UN Advanced Wired Controller or central control options.
- Wired or wireless controllers must be purchased separately

Refrigerant System

- The compressor shall be hermetically sealed, inverter-controlled BLDC rotary type.
- Refrigerant flow shall be controlled by an electronic expansion valve at outdoor unit

Warranty

10 Years compressor, 10 years parts, 1 year limited labor when registered

ATTENTION

This air handling unit is intended for free-air discharge or for connection to a duct supplying only one room. Improper installation could contribute to the spread of smoke or flame in the event of a fire.

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Rooftop HVAC Noise Levels

The Old Road Self-Storage Project, Newhall, California

Receptor 1: NEWNAZ Medical Clinic, 23857 The Old Road, Newhall, CA

Source#	Sound Power Level (dBA)	Distance to Receptor (ft)	Noise Attenuation Due to Shielding (dB)	Sound Pressure Level at Receptor (dBA)
HP-21	76	692	0	21.2
HP-20	76	695	0	21.2
HP-27	76	698	0	21.1
HP-19	76	701	0	21.1
HP-32	63	703	0	8.1
HP-28	76	704	0	21.1
HP-12	76	707	0	21.0
HP-11	76	710	0	21.0
HP-29	76	710	0	21.0
HP-30	76	713	0	21.0
HP-4	76	716	0	20.9
HP-17	76	788	0	20.1
HP-16	76	790	0	20.1
HP-18	76	794	0	20.0
HP-15	76	797	0	20.0
HP-24	76	800	0	20.0
HP-10	76	803	0	19.9
HP-9	76	805	0	19.9
HP-25	76	807	0	19.9
HP-26	76	809	0	19.9
HP-3	76	812	0	19.8
HP-8	76	903	0	18.9
HP-7	76	906	0	18.9
HP-23	76	909	0	18.8
HP-6	76	912	0	18.8
HP-31	63	914	0	5.8
HP-22	76	916	0	18.8
HP-2	76	918	0	18.8
HP-5	76	921	0	18.7
HP-14	76	923	0	18.7
HP-13	76	925	0	18.7
HP-1	76	927	0	18.7
Total Sound Pressure Level (dBA):				**34.8**

Rooftop HVAC Noise Levels

The Old Road Self-Storage Project, Newhall, California

Receptor 2: Newhall Church of the Nazarene, 23857 The Old Road, Newhall, CA

Source#	Sound Power Level (dBA)	Distance to Receptor (ft)	Noise Attenuation Due to Shielding (dB)	Sound Pressure Level at Receptor (dBA)
HP-21	76	881	0	19.1
HP-20	76	883	0	19.1
HP-27	76	887	0	19.1
HP-19	76	889	0	19.0
HP-32	63	891	0	6.0
HP-28	76	893	0	19.0
HP-12	76	896	0	19.0
HP-11	76	899	0	18.9
HP-29	76	900	0	18.9
HP-30	76	902	0	18.9
HP-4	76	905	0	18.9
HP-17	76	979	0	18.2
HP-16	76	981	0	18.2
HP-18	76	986	0	18.1
HP-15	76	988	0	18.1
HP-24	76	992	0	18.1
HP-10	76	994	0	18.1
HP-9	76	996	0	18.0
HP-25	76	999	0	18.0
HP-26	76	1001	0	18.0
HP-3	76	1003	0	18.0
HP-8	76	1095	0	17.2
HP-7	76	1097	0	17.2
HP-23	76	1101	0	17.2
HP-6	76	1103	0	17.2
HP-31	63	1105	0	4.2
HP-22	76	1108	0	17.1
HP-2	76	1110	0	17.1
HP-5	76	1112	0	17.1
HP-14	76	1115	0	17.1
HP-13	76	1117	0	17.1
HP-1	76	1119	0	17.0
Total Sound Pressure Level (dBA):				**32.9**

Rooftop HVAC Noise Levels

The Old Road Self-Storage Project, Newhall, California

Receptor 3: Old Car Home Filming Location, 24233 The Old Road, Newhall, CA

Source#	Sound Power Level (dBA)	Distance to Receptor (ft)	Noise Attenuation Due to Shielding (dB)	Sound Pressure Level at Receptor (dBA)
HP-21	76	1554	0	14.2
HP-20	76	1554	0	14.2
HP-27	76	1547	0	14.2
HP-19	76	1547	0	14.2
HP-32	63	1549	0	1.2
HP-28	76	1540	0	14.3
HP-12	76	1541	0	14.3
HP-11	76	1541	0	14.3
HP-29	76	1533	0	14.3
HP-30	76	1534	0	14.3
HP-4	76	1534	0	14.3
HP-17	76	1449	0	14.8
HP-16	76	1449	0	14.8
HP-18	76	1442	0	14.8
HP-15	76	1443	0	14.8
HP-24	76	1435	0	14.9
HP-10	76	1436	0	14.9
HP-9	76	1436	0	14.9
HP-25	76	1429	0	14.9
HP-26	76	1429	0	14.9
HP-3	76	1429	0	14.9
HP-8	76	1341	0	15.5
HP-7	76	1342	0	15.5
HP-23	76	1335	0	15.5
HP-6	76	1335	0	15.5
HP-31	63	1336	0	2.5
HP-22	76	1328	0	15.6
HP-2	76	1329	0	15.6
HP-5	76	1329	0	15.5
HP-14	76	1321	0	15.6
HP-13	76	1321	0	15.6
HP-1	76	1322	0	15.6
Total Sound Pressure Level (dBA):				**29.7**