NOTICE OF PREPARATION

TO: Distribution List (Attached)

Lead Agency:

Agency Name:	City of Santa Clarita
Address:	23920 Valencia Boulevard, Suite 300
City/State/Zip:	Santa Clarita, CA 91355
Contact:	Mike Hennawy
Telephone:	(661) 286-4056

Consulting Firm:

Name:	Parker Environmental Consultants
Street Address:	25000 Avenue Stanford, Suite 209
City/State/Zip:	Santa Clarita, CA 91355
Contact:	Shane Parker, President
Telephone:	(661) 257-2282

SUBJECT: Notice of Preparation of Draft Environmental Impact Report and Public Scoping Meeting for the Proposed Lyons Avenue/Dockweiler Drive Extension Project

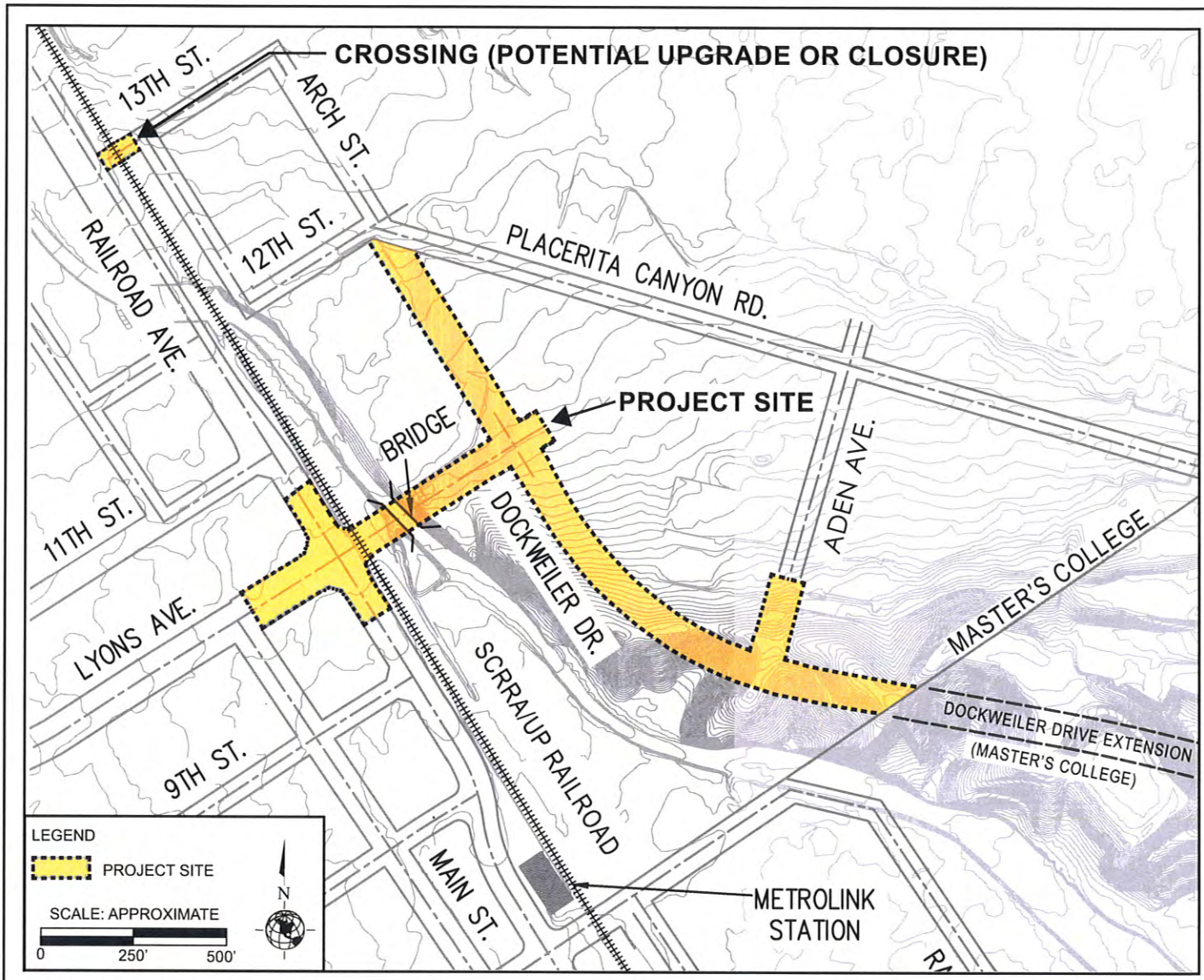
The City of Santa Clarita will be the lead agency and will prepare an Environmental Impact Report ("EIR") for the Proposed Lyons Avenue/Dockweiler Drive Extension Project ("Project"), located at the eastern terminus of Lyons Avenue in the City of Santa Clarita (see Figure 1, Project Location Map). The project applicant for the proposed project is the City of Santa Clarita ("Applicant"). As the Applicant and Lead Agency, the City needs to know the views of your agency as to the scope and content of the environmental information, which is germane to your agency's statutory responsibilities in connection with the proposed Project. Your agency may need to use the EIR prepared by our agency when considering your permit or other approval for the Project. The Project description, location, and the probable environmental effects are contained in the attached materials. A copy of the Initial Study, identifying the environmental issues to be evaluated within the EIR, is also attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but not later than 30 days after receipt of this notice. The comment period for the Initial Study/Notice of Preparation begins on **August 5, 2013** and ends on **September 3, 2013.** Please send your written response to Mike Hennawy, Senior Engineer at the address shown above. We would appreciate the name of a contact person in your agency. Also, the City of Santa Clarita will conduct a public scoping meeting on **August 21, 2013** beginning at **6:00 p.m.** at City Hall in the Century Room located at 23920 Valencia Boulevard to accept comments on the scope of the EIR. This meeting will serve as a public forum to discuss the environmental issues identified in the Initial Study for the Project, and any other issues identified by the public that should be included for further analysis within the Project.

Date: August 5, 2013

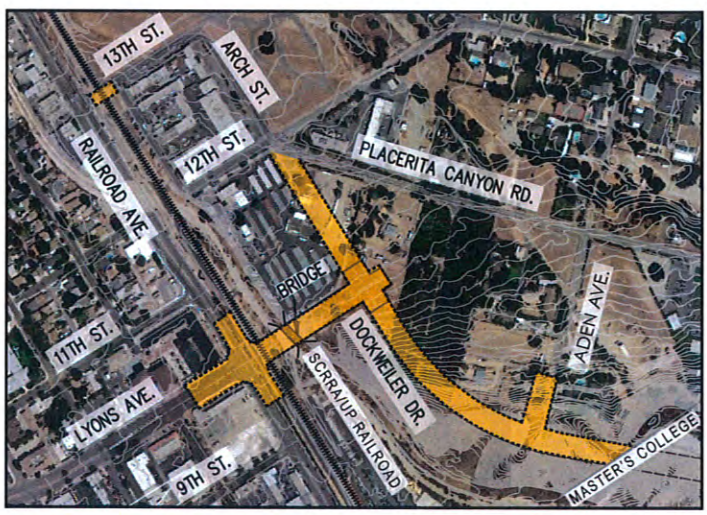
mhenn

Title: Mike Hennawy, Senior Engineer
Telephone: (661) 286-4056



REGIONAL PROJECT LOCATION MAP

AERIAL VIEW OF THE PROJECT SITE



Source: Hall & Foreman, Inc., Project Location Map, 2013; Bing Maps, Regional Project Location Map, 2013; and Google Earth, Aerial View, 2013

PARKER
ENVIRONMENTAL CONSULTANTS

Figure 1
Project Location Map

CITY OF SANTA CLARITA
CALIFORNIA ENVIRONMENTAL QUALITY ACT
(CEQA) INITIAL STUDY CHECKLIST
CEQA Guidelines

Project Title: Proposed Lyons Avenue/Dockweiler Drive Extension

Lead Agency: City of Santa Clarita
23920 Valencia Boulevard, Suite 300
Santa Clarita, CA 91355

Contact Person: Mike Hennawy, Senior Engineer
mhennawy@santa-clarita.com
Phone: (661) 286-4056
Fax: (661) 259-8125

Project Location: The Project is located in the City of Santa Clarita, California located about 35 miles from Downtown Los Angeles. The Project is located at the intersection of Lyons Avenue and Railroad Avenue and extends eastward towards the General Plan alignment for Dockweiler Drive towards The Master's College. The Project also includes the potential upgrade or closure of an at-grade crossing at the intersection of Railroad Avenue and 13th Street. The limits for the Lyons Avenue/Dockweiler Drive extension ("Project Site") are from Railroad Avenue on the west to the future Master's College Master Plan Dockweiler extension to the east (see Figure 1, Project Location Map).

Project Proponent: City of Santa Clarita

General Plan Designation: Specific Plan (SP) and Mixed Use Neighborhood (MXN)

Zoning Designation: SP and MXN

Project Description: The Lyons Avenue/Dockweiler Drive extension is proposed to be one of the primary east-west arterials through the City of Santa Clarita that would provide a through connection from Sierra Highway to Railroad Avenue.

The Lyons Avenue and Dockweiler Drive extension is being coordinated by the City of Santa Clarita to improve circulation and access to the Placerita Canyon and Newhall Community. The Project includes the extension of Lyons Avenue from Railroad Avenue to the future connection with Dockweiler Drive at the Master's College site (The Master's College extension of Dockweiler Drive through the Master's College property was evaluated under a separate EIR). The Project will include reprofiling the intersection of Lyons Avenue and Railroad Avenue to allow the construction of a new SCRRA/UP railroad grade crossing east of Railroad Avenue. The new Lyons Avenue railroad grade crossing will improve traffic movements and safety at the railroad crossing. The City anticipates the Project may also include the potential upgrade or closure of an at-grade crossing at the intersection of Railroad Avenue and 13th Street.

The Lyons Avenue/Dockweiler Road Extension Project will span the Newhall Creek. The roadway construction will construct a new bridge across Newhall Creek and provide embankment protection to the roadway and creek to allow the design flood to pass Lyons Avenue. The Newhall Creek improvements will be designed in accordance with current regulatory and State permitting agencies.

The extension of the proposed roadway (Lyons Avenue) was previously designated as a Major

Highway per the City of Santa Clarita's General Plan, however as part of approved Master's College Master Plan, Dockweiler Drive has been re-designated as a four lane secondary highway. The proposed Project will be approximately 0.40 miles in length and would include a four-lane facility with a 12-foot raised landscaped median, and a 13-foot parkway (8-foot sidewalk and 5-foot parkway) on each side. The median lanes will be 11 feet wide and the outside lanes 11 feet with a five-foot bike lane. The typical Right of Way (R/W) width will be 92 feet.

The construction of the Lyons Avenue/Dockweiler Drive Extension east of Railroad Avenue will join existing roadways in the Placerita Canyon and Newhall communities. Connection points are proposed at the Arch Street/12th Street intersection, Aden Avenue and the proposed Dockweiler Road extension. Separate phases of construction are programmed by the Master's College to complete the construction of Dockweiler Drive through the Master's College property. Construction will also include the connection of Dockweiler Drive to Aden Avenue. These future improvements are programmed with the expansion and development of the Masters College Master Plan.

Responsible Agencies: California Public Utilities Commission (CPUC), California Department of Fish and Game, Army Corps of Engineers (ACOE), County of Los Angeles Metropolitan Transportation Authority (MTA), Regional Water Quality Control Board (LARQCB), Los Angeles County Fire Department.

DETERMINATION (to be completed by Lead Agency)

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 (ND) will be prepared.

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

☑ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT (EIR) is required.

☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An EIR 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 MND pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or MND, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

mhenn — **SIGNATURE**

Senior Engineer — **TITLE**

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained 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 agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less that 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 a mitigation measure has reduced an effect from "Potentially Significant Impact" to "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 Analysis," cross referenced).

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

   1) Earlier Analyses Used. Identify and state where they are available for review.

   2) Impacts Adequately Addressed. Identify which effects from the checklist below 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.

   3) 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) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated

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

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.

9) The explanation of each issue should identify:

1) The significance criteria or threshold, if any, used to evaluate each question; and
2) The mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

ENVIRONMENTAL IMPACTS

(A brief explanation of all answers is required except "No Impact" answers that are adequately supported by the information sources cited.)

I. AESTHETICS. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☑
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?	☑	☐	☐	☐
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☑	☐	☐	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☑	☐	☐	☐

Responses a-d: Potentially Significant Impact. The Project will involve grading and re-contouring of undeveloped land that is over and east of Newhall Creek at Lyons Avenue. The Project will include the development of a new roadway connection with street lighting. The Project would not affect a designated scenic area. However, the Project site is visible from the downtown Newhall area from Lyons Avenue and along Railroad Avenue and from several residential properties within Placerita Canyon. As such, the Project has the potential to alter the aesthetic character of a currently undeveloped area, including a ridgeline. The ridgeline located to the east of the Project limits is designated as a Significant Ridgeline in the City's General Plan.[1] A Ridgeline Alteration Permit was granted by the City Council in 2009 as a part of the Master's College Master Plan approval. Thus, the Project's potential impacts upon views, aesthetics, and light and glare will be evaluated in greater detail within the scope of the EIR.

II. AGRICULTURAL 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 Range and Assessment Project and Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, 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 the existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☑
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined by Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526, or timberland zoned Timberland Production (as defined by Government Code section 51104 (g)?	☐	☐	☐	☑
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☑
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☑

Responses a-e. No Impact. A significant impact may occur if the Project were to result in the conversion of state-designated agricultural land from agricultural use to another non-agricultural use, the conversion of land zoned for agricultural use or under a Williamson Act contract from agricultural use to another non-agricultural use, results in the rezoning of forest land

[1] *Data Source: Ridgelines, City of Santa Clarita Planning, 1991. USGS 30m DEMs Description: Map showing Significant Ridgelines as identified by the 1991 General Plan.*

or timberland, or involves other changes in the existing environment which, could result in conversion of Farmland, to non-agricultural use. The Project Area contains the following land use and zoning designations: "SP(3)" (Downtown Newhall Specific Plan) and MXN (Mixed Use Neighborhood). Therefore, the Project site would have no impact associated with the conversion of agricultural uses or forested lands. No further analysis of this issue is required.

III. AIR QUALITY. Where applicable, the significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the SCAQMD Air Quality Management Plan or Congestion Management Plan?	☑	☐	☐	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☑	☐	☐	☐
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☑	☐	☐	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☑	☐	☐	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☑	☐

Responses a-d. Potentially Significant Impact. A significant impact could occur if the Project is not consistent with the applicable Air Quality Management Plan (AQMP) and/or if implementation of the Project creates a substantial hindrance to the policies or goals of the AQMP. The project will involve the use of heavy construction equipment for grading and excavation and, as such, has the potential to generate air pollution from combustible gas and diesel engines. Operation of the Project would not increase the number of vehicle trips of the road, but will alter the pattern of traffic flow within the City. Therefore, the construction and operational air quality emissions will be quantified and analyzed in the EIR.

Response e. Less Than Significant Impact. A significant impact may occur if objectionable odors occur which would adversely impact sensitive receptors. Odors are typically associated with the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes. The Project involves the expansion of a roadway and the potential upgrade or closure of a railroad crossing. No activities with the potential for generating odors would be involved with the long-term operation of the Project. Therefore, the potential for the Project to result in objectionable odors is less than significant and no further analysis is this issue is warranted.

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

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☑	☐	☐	☐
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	☑	☐	☐	☐
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☑	☐	☐	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance?	☑	☐	☐	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☑	☐	☐	☐
g. Affect a Significant Ecological Area (SEA) or Significant Natural Area (SNA) as identified on the City of Santa Clarita ESA Delineation Map?	☐	☐	☐	☑

Response a-f: Potentially Significant Impact. The existing Project site consists of improved segments of Lyons Avenue and Railroad Avenue roadways and undeveloped land to the east extending towards Dockweiler Drive. The Project Area encompasses portions of Newhall Creek and the proposed Project would include the construction of a structural bridge crossing over Newhall Creek. Accordingly, the EIR will include a detailed biological assessment of the vegetation and species that are known and presumed to occur within the Project's area of impact. The biological assessment will determine the extent of jurisdictional lands present on site that are subject to the permitting authority of the Army Corps. of Engineers (ACOE), U.S. Fish and Wildlife Service (USFWS), and/or the California Department of Fish and Game (CDFG). Thus, the Project's potential to result in a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the CDFG or USFWS will be evaluated within the scope of the EIR.

Response to g: No Impact. A significant impact may occur if a project is located within the Significant Ecological Area or Significant Natural Area as identified on the City of Santa Clarita ESA Delineation Map. The Project site is not located within the Significant Ecological Area or Significant Natural Area as identified on Exhibit CO-5 of the City's General Plan, and therefore, no impact would occur.

V. CULTURAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?	☐	☐	☐	☑

b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §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 formal cemeteries?	☑	☐	☐	☐

Response a. No Impact. A project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment. There are no habitable structures located within the Project site. The Project site consists of improved roadway segments and undeveloped open space areas. Therefore, the Project would not have the potential to adversely impact any historic resources.

Response b-d. Potentially Significant Impact. Section 15064.5 of the State CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources, as discussed above, or resources that constitute unique archaeological resources. A project-related significant adverse effect could occur if the Project were to affect archaeological or paleontological resources, which fall under either of these categories. A significant adverse effect could also occur if grading or excavation activities associated with the Project were to disturb previously interred human remains. Although portions of the Project site are improved with roadways, the Project will include earthwork activities in areas that are currently undeveloped. As such, it is likely that the Project's earthwork activities may result in the accidental discovery of prehistoric or historic archaeological resources that may be located within the Project limits. The EIR will include a records search to determine whether any archaeological resources, paleontological resources, or native American burial sites occur within the project area. Precautionary mitigation measures will be recommended, as appropriate, to ensure that if such resources are encountered, proper procedures would be implemented to mitigate any potential adverse impacts.

VI. GEOLOGY AND SOILS. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☑	☐	☐	☐
ii. Strong seismic ground shaking?	☑	☐	☐	☐

iii. Seismic-related ground failure, including liquefaction?	☑	☐	☐	☐
iv. Landslides?	☑	☐	☐	☐
b. Result in substantial soil erosion or the loss of topsoil?	☑	☐	☐	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential 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 septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☑
f. Change in topography or ground surface relief features?	☑	☐	☐	☐
g. Earth movement (cut and/or fill) of 10,000 cubic yards or more?	☑	☐	☐	☐
h. Development and/or grading on a slope greater than 10% natural grade?	☑	☐	☐	☐
i. The destruction, covering or modification of any unique geological or physical feature?	☑	☐	☐	☐

Response a-d: Potentially Significant Impact. A significant impact may occur if the Project is located within a State-designated Alquist-Priolo Zone or other designated fault zone, and appropriate building practices are not employed. Based on the City of Santa Clarita, Seismic Hazards Zone Map, the Project site is not located on or adjacent to a known mapped fault line or within a designated Alquist-Priolo Zone.[2] The Project site is located within the vicinity of a mapped Earthquake Induced Landslide Hazard Zone.[3] The Project will include a substantial amount of earthwork and grading activities to realign and extend an existing roadway through a currently undeveloped area. The Project would also include a bridge crossing over the Newhall Creek. As such, a site-specific soils and geotechnical investigation will be prepared to evaluate the suitability of the site to support the roadway infrastructure being planned. Further detailed analysis to address geotechnical engineering and safety issues will be included within the scope of the EIR.

Response e: No Impact. This question would apply to the Project only if it generated a demand for sewer conveyance or treatment systems. The Project consists of a roadway infrastructure project and will not generate any wastewater effluent. No habitable structures are proposed. Therefore, no impact would occur and no further analysis is required.

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2 *Data Source: City of Santa Clarita, Seismic Hazard Zones Map, map update as of September 2012.*

3 *Ibid.*

Response f-i: Potentially Significant Impact. A significant impact may occur if the Project results in a change in topography, requires earth movement of 10,000 cubic yards or more, development or grading on a slope greater than 10%, or the disturbance of unique geological or physical features. The Project will include a substantial amount of earthwork and grading activities to realign and extend an existing roadway through a currently undeveloped area. The Project would also include a bridge crossing over the Newhall Creek. Accordingly, further detailed analysis to address topography, earth movement, grading and disturbance of unique geological and physical features issues will be included within the scope of the EIR.

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

Responses a-b: Less than Significant Impact. On August 28, 2012, the City of Santa Clarita adopted a Climate Action Plan (CAP), which provides policies and identifies actions intended to reduce GHG emissions within the City and assist in the fight against Climate Change. Overall the goal of the CAP is to reduce Santa Clarita's community-wide GHG emissions below the 2005 baseline emissions by 2020. The CAP includes a set of strategies the City can use to reduce the amount of greenhouse gas emissions produced in the community. Implementation of the measures proposed in the Proposed CAP would result in an annual community-wide reduction in GHG emissions of approximately 193,000 MTCO2e by 2020 from local measures and an additional reduction of approximately 148,952 MTCO2e by 2020 from statewide measures. This would reduce GHG emissions from the Business-as-usual projections for 2020 by 17 percent and would exceed the GHG reduction targets of 16 percent established by CARB in its revised scoping plan. Implementation of the strategies identified in the CAP would also exceed the City's goal to reduce 2020 GHG emissions to a level below the 2005 GHG emissions baseline by 4 percent.

The CAP defines a local threshold of significance for green house gas emissions (GHG) for project level submittals that are subject to environmental review under CEQA. Goals, objectives and policies approved under the General Plan are forecast to meet the GHG emission reduction targets mandated by AB 32. Therefore, development projects that are able to demonstrate consistency with the General Plan and zoning ordinance are by association consistent with the CAP and are not subject to further environmental review. Development proposals that are not consistent with the City's General Plan and/or Unified Development Code (Zone Changes/General Plan Amendments) must demonstrate a 12 percent reduction in the GHG emissions from the Controlled 2020 Business as Usual Scenario, to be deemed consistent with the CAP. Development proposals that are not consistent with the City's General Plan and/or Unified Development Code and that can not demonstrate a 12 percent reduction in GHG emissions from the Controlled Business as Usual Scenario shall be deemed to have a significant impact on GHG emissions.

The Project is consistent with the Circulation Element of the General Plan and will not require a zone change or General Plan amendment. As such, the Project's potential to generate GHGs will be less than significant with respect to consistency with all applicable plans, policies or regulations adopted for the purpose of reducing the emissions of greenhouse gases, and no further analysis of this issue is warranted.

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

Response a-c: Less Than Significant Impact. A significant impact may occur if a project involves the use or disposal of hazardous materials as part of its routine operations which may have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors. Since the Project would not require the transport, use, and/or disposal of potentially hazardous materials, the potential for an impact to occur is considered low. Therefore, further analysis of this issue in an EIR is not warranted.

Response d: Less Than Significant Impact. California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells and solid waste facilities from which there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. No properties within or immediately adjacent to the Project site appear on the State's list of hazardous materials sites. Therefore, further analysis of this issue is not warranted.

Responses e & f: No Impact. The Project is not located near a private airstrip. No impacts involving airports would occur, and no further analysis is required.

Response g: Less Than Significant Impact. A significant impact may occur if a project were to interfere with roadway operations used in conjunction with an emergency response plan or emergency evacuation plan or would generate traffic congestion that would interfere with the execution of such a plan. Construction of the Project involves buildout of a roadway extension that was identified in the City's Circulation Element of the General Plan. As the proposed Project would be consistent with the City's adopted Circulation Element, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.

Response h: Less Than Significant Impact. A significant impact may occur if a project is located in proximity to wildland areas and poses a potential fire hazard, which could affect persons or structures in the area in the event of a fire. The Project does not include the construction of any habitable structures. Therefore, no further analysis of this issue is warranted.

Response i: No Impact. The site is not known or expected to contain any electrical transmission lines, gas lines, oil lines, or other hazardous material conduits or storage facilities. Therefore, the proposed project would not expose people to existing sources of potential health hazards, and the project would have no related impacts. Therefore, no further analysis of this issue is warranted.

IX. HYDROLOGY AND WATER QUALITY. Would the proposal result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?	☑	☐	☐	☐
b. Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	☑	☐	☐	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☑	☐	☐	☐

d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in an manner which would result in flooding on- or off site?	☑	☐	☐	☐
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☑	☐	☐	☐
f. Otherwise substantially degrade water quality?	☑	☐	☐	☐
g. Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☑
h. Place within a 100-year flood plain structures which would impede or redirect flood flows?	☐	☐	☐	☑
j. Inundation by seiche, tsunami, or mudflow?	☑	☐	☐	☐
k. Changes in the rate of flows currents, or the course of direction of surface water and/or ground water?	☑	☐	☐	☐
l. Other modifications of a wash, channel creek or river?	☑	☐	☐	☐
m. Impact Stormwater Management in any of the following ways:				
i, Potential impact of project construction and project post-construction activity on storm water runoff?	☑	☐	☐	☐
ii, Potential discharges from areas for materials storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas?	☑	☐	☐	☐
iii, Significant environmentally harmful increase in the flow velocity or volume of storm water runoff?	☑	☐	☐	☐
iv, Significant and environmentally harmful increases in erosion of the project site or surrounding areas?	☑	☐	☐	☐
v, Storm water discharges that would significantly impair or contribute to the impairment of the beneficial uses of receiving waters or areas that provide water quality benefits (e.g. riparian	☑	☐	☐	☐

corridors, wetlands, etc.)

vi, Cause harm to the biological integrity of drainage systems, watersheds, and/or water bodies?	☑	☐	☐	☐
vii, Does the proposed project include provisions for the separation, recycling, and reuse of materials both during construction and after project occupancy?	☑	☐	☐	☐

Response a-f: Potentially Significant Impact. A significant impact may occur if a project discharges water which does not meet the quality standards of agencies that regulate surface water quality and water discharge into storm water drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). The Project involves the development of a roadway extension and bridge alignment over Newhall Creek. The Project will involve a substantial amount of earthwork and grading which has the potential to alter the hydrological conditions within the Project Area and downstream from the Project site. The project's potential to violate any water quality standards or waste discharge requirements will be further analyzed in an EIR.

Response g-i: No Impact. The Project does not involve the construction of any habitable structures. Therefore, the Project would not place housing within an area susceptible to flooding or mudflows. No impact would occur and no further analysis of this issue is required.

Response j: Potentially Significant Impact. The Project includes a planned roadway extension with a bridge crossing over Newhall Creek. As such, detailed hydrologic studies will be included in the EIR to determine the potential risk of mudflow both upstream and downstream of the Project site.

Response k-m: Potentially Significant Impact. A significant impact may occur if a project changes the flow, current, course, or direction of surface or groundwater, modifies a wash, channel creek or river, or impacts Stormwater Management. The Project includes a planned roadway extension with a bridge crossing over Newhall Creek. As such, detailed hydrologic studies will be included in the EIR to determine the potential impacts associated with the hydrology of the Project site.

X. LAND USE AND PLANNING. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?	☑	☐	☐	☐
b. Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☑	☐	☐	☐
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☑	☐	☐	☐

Response a: Potentially Significant Impact. A significant impact may occur if a project were sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community (a typical example would be a project that involved a continuous right-of-way such as a roadway which would divide a community and impede access between parts of the community). The proposed roadway extension, addition of a CPUC railroad crossing and the potential upgrade or closure of an existing at grade crossing at 13th Street will alter the access and circulation system affecting the Placerita Canyon homeowners. Accordingly , this issue will be further evaluated within the EIR.

Response b: Potentially Significant Impact. A significant impact may occur if a project is inconsistent with the Circulation Element of the General Plan. The proposed Dockweiler Drive extension to Lyons Avenue was identified in the City's Circulation Element of the General Plan. Nevertheless, the EIR will provide additional analysis to assess the Project's consistency with applicable General Plan policies, zoning code restrictions, Southern California Association of Governments (SCAG) policies, any other applicable City or County plans, and any required mitigation measures.

Response c: Potentially Significant Impact. As discussed in Question IV(f) above, the Project's potential to conflict with any applicable habitat conservation plan or natural community conservation plan will be evaluated within the EIR.

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

Response a-b: Less Than Significant Impact. The Project is not located near any oil fields and no oil extraction activities have historically occurred on or are presently conducted at the Project site. Furthermore, the Project site is not in an area identified by the City of Santa Clarita as containing a significant mineral deposits site that would be of value to the region and the residents of the state. Therefore, no impact would occur to mineral resources and no further analysis of this issue is required.

Response c: Less Than Significant Impact. Nonrenewable resources associated with building materials will be utilized during the construction and operational phases of the Project. The project would utilize building materials and nonrenewable resources for construction of the proposed bridge and roadway alignment. Many of the resources utilized for construction are nonrenewable, including sand, gravel, earth, iron, steel, and hardscape materials. Other construction resources that are expected to be used, such as lumber, are slowly renewable resources. In addition, the Project would commit energy and water resources as a result of the construction, operation, and maintenance of the proposed development. Much of the energy that will be utilized on-site will be generated through combustion of fossil fuels, which are nonrenewable resources. Market-rate conditions encourage the efficient use of raw materials and non-renewable

resources during construction. Similarly, the energy and water resources that would be utilized by the Project would be minimal and would be supplied by the regional utility purveyors, which participate in various conservation programs. Water would only be used during construction. The Project would utilize a minimal amount energy as needed for roadway lighting. Therefore, the proposed project would not use nonrenewable resources in a wasteful and inefficient manner, and the project would have no related significant impacts.

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

Response a-d: Potentially Significant Impact. A significant impact would occur if the Project exposes people to or generated excessive groundborne vibration or groundborne noise levels. Construction of the Project would require the use of construction equipment during grading, hauling, establishing structural foundations, installation of utility lines and services, and other construction activities. Construction of the Project has the potential to generate groundborne vibration that could impact surrounding uses and sensitive receptors, specifically with respect to the neighboring Placerita Canyon and Downtown Newhall communities. The Project's potential to generate both short-term construction related impacts and long-term operational noise impacts to the surrounding land uses will be evaluated within the EIR.

Response e-f: No Impact. A significant impact may occur if the Project were located within an airport land use plan and would introduce substantial new sources of noise or substantially add to existing sources of noise within or near the Project site. The Project site is not located within two miles of a public or private airport or airstrip. Therefore, no impact would occur and no further analysis of this issue is required.

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

Response a: No Impact. A significant impact may occur if a project were to locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing population growth that would otherwise not have occurred as rapidly or in as great a magnitude. The Project involved the buildout of a proposed roadway alignment that was identified within the City's Circulation Element of the General Plan. No residential, commercial ,or industrial land uses are proposed. Therefore, the Project would not have the potential to induce substantial population growth in an area either directly.

Response b-c: No Impact. A significant impact may occur if a project would result in displacement of existing housing, necessitating construction of replacement housing elsewhere. The Project would not displace any existing housing units, necessitating the construction of replacement housing elsewhere. Therefore, no impact would occur and no further analysis is required.

XIV. PUBLIC SERVICES.

a. Would the project 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:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Fire protection?	☐	☐	☑	☐
Police protection?	☐	☐	☑	☐
Schools?	☐	☐	☐	☑

Parks?	☐	☐	☐	☑
Other Public facilities?	☐	☐	☐	☑

Response a:
Fire and Police Protection: Less Than Significant Impact. A significant impact may occur if the County of Los Angeles Fire Department (LACoFD) and Los Angeles County Sherriff's Department (LASD) could not adequately serve the areas affected by the Project's circulation plan based upon response time, access, or fire hydrant/water availability. The Project would not directly increase the demands for fire and police protection as the Project does not include any new housing units or commercial uses. Emergency access to the Placerita Canyon community would be facilitated through the Project's alignment, which is consistent with the City's adopted Circulation Element. The Project's alignment would be an improvement to the current access route into the Placerita Canyon community via 13th Street. The potential upgrade or closure of the 13th Street at-grade crossing is a proposed safety feature aimed at reducing potential conflicts between pedestrians, vehicles and trains. The Project's impact upon fire and police services would be less than significant and no further analysis is warranted.

Schools: No Impact. A significant impact may occur if a project includes substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the local school District. The Project would not directly impact any local schools as the Project does not include any new housing units. The Project would not have any impact upon schools. Thus, no further analysis of school capacity is warranted.

Parks: No Impact. A significant impact may occur if a project includes substantial employment or population growth, which could generate a demand for park and recreation facilities that would result in the need to construct park and recreation facilities to accommodate the Project. The Project would not directly impact any local park and/or recreational facility, as the Project does not include any new housing units or commercial uses. Thus, no further analysis of park and recreation is warranted.

XV. RECREATION.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☑
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☑

Response a-b: No Impact. A significant impact may occur if the Project would include substantial employment or population growth that could generate an increased demand for public park facilities which exceeds the capacities of existing parks and/or causes premature deterioration of the park facilities. The Project would not directly impact any local park and/or recreational facility, as the Project does not include any new housing units or commercial uses. Thus, no further analysis of park and recreation is warranted.

XVI. TRANSPORTATION/CIRCULATION. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	☑	☐	☐	☐
b. Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☑	☐	☐	☐
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☑
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☑	☐	☐	☐
e. Result in inadequate emergency access?	☑	☐	☐	☐
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☑	☐	☐	☐
g. Hazards or barriers for pedestrians or bicyclists?	☑	☐	☐	☐

Response a-g: Potentially Significant Impact. A significant impact may occur if the project were to conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit. Construction of the Project involves buildout of a roadway extension that was identified in the City's Circulation Element of the General Plan. The potential of the Project to cause a substantial change in traffic patterns in relation to existing traffic loads and capacity on local streets will be analyzed in the EIR.

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

Response a-b: No Impact. A significant impact would occur if a project exceeds wastewater treatment requirements of the applicable Regional Water Quality Control Board or increase water consumption or wastewater generation to such a degree that the capacities of facilities currently serving the Project site would be exceeded. The Project does not include the construction of any habitable uses and would not require any connections to a sanitary sewer. Thus, no impact to wastewater treatment facilities would be created and no further analysis of this issue is warranted.

Response c: Less Than Significant Impact. The drainage system of the Project will be developed so that post development peak runoff discharge rates are equal or less than pre development peak runoff rates, as required by the City of Santa Clarita and the Countywide MS4 Permit. As such, the Project would not result in the construction of new stormwater drainage facilities or expansion of existing facilities and no further analysis is warranted.

Response d: No Impact. A significant impact may occur if a project were to increase water consumption to such a degree

that new water sources would need to be identified, or that existing resources would be consumed at a pace greater than planned for by purveyors, distributors, and service providers. The Project does not include the construction f any habitable uses and would not create a demand for potable water. Thus, no impact to water resources would occur and no further analysis of this issue is warranted.

Response e: No Impact. A significant impact may occur if a project would increase wastewater generation to such a degree that the capacity of facilities currently serving the Project site would be exceeded. The Project does not include the construction of any habitable uses and would not require any connections to a sanitary sewer. Thus, no impact to wastewater treatment facilities would be created and no further analysis of this issue is warranted.

Response f: Less Than Significant Impact. A significant impact may occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. The Project does not include the construction of any habitable uses and would not generate a demand for solid waste resources. No further analysis of this issue is warranted.

Response g: No Impact. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The Project will comply with all federal, State, and local statutes and regulations related to solid waste generated during the construction phase. The Project does not include the construction of any habitable uses and would not generate a demand for solid waste resources on an ongoing basis during the life of the Project. No further analysis of this issue is warranted.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☑	☐	☐	☐
b. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual 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 cause substantial adverse effects on human beings, either directly or indirectly?	☑	☐	☐	☐

Responses a-c: Potentially Significant Impact. A significant impact may occur if a project would degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below

self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. The Project will involve the grading and disturbance of land that is currently undeveloped. The planned roadway extension will cross Newhall Creek, which is an intermittent streambed. Thus the Project has the potential to impact riparian and upland habitat and sensitive species. Accordingly, the Project's potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory will be evaluated within the scope of the EIR.