

## REPORT TO THE REGIONAL PLANNING COMMISSION

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DATE ISSUED: March 5, 2025

HEARING DATE: March 19, 2025                      AGENDA ITEM:  
8

PROJECT NUMBER: 87-360-(5)

PERMIT NUMBER: CUP NO. RPPL2023005350

SUPERVISORIAL DISTRICT: 5

PROJECT LOCATION: North of SR-126 and Castaic Creek, west of  
Commerce Center Drive, Santa Clarita

OWNER: Alex Herrell

APPLICANT: Hunsaker Associates

PUBLIC MEETINGS HELD: 1 of 5

INCLUSIONARY HOUSING  
ORDINANCE (“IHO”): The Project is not subject to the IHO as it is not a  
residential project

CASE PLANNER: Jodie Sackett, Senior Planner  
jsackett@planning.lacounty.gov

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### RECOMMENDATION

*The following recommendation is made prior to the public hearing and is subject to change based upon testimony and/or documentary evidence presented at the public hearing:*

LA County Planning staff (“Staff”) recommends **APPROVAL** of Project Number 87-360-(5), Conditional Use Permit (“CUP”) No. RPPL2023005350, based on the Findings (Exhibit C – Findings) contained within this report and subject to the Draft Conditions of Approval (Exhibit D – Conditions of Approval).

Staff recommends the following motion:

### **CEQA:**

I MOVE THAT THE REGIONAL PLANNING COMMISSION CLOSE THE PUBLIC HEARING AND FIND THAT THE PROJECT IS CATEGORICALLY EXEMPT PURSUANT TO STATE AND LOCAL CEQA GUIDELINES.

**ENTITLEMENT:**

I MOVE THAT THE REGIONAL PLANNING COMMISSION APPROVE CONDITIONAL USE PERMIT NO. RPPL2023005350 SUBJECT TO THE ATTACHED FINDINGS AND CONDITIONS.

**PROJECT DESCRIPTION**

**A. Entitlement Requested**

Conditional Use Permit ("CUP") for solid fill earthwork material imported to a borrow site within the M-1.5 (Restricted Heavy Manufacturing) Zone. Pursuant to County Code Section 22.22.030-B (Land Use Regulations for Zones M-1, M-1.5, M-2, and M-2.5), a CUP for solid fill projects in the M-1.5 Zone is required.

**B. Project**

The proposed project is a request for a Solid Fill CUP to allow up to 1.35 million cubic yards ("mcy") of earthwork (all imported to site) to be accepted from construction projects in the region to a previously 33.3-acre disturbed area identified as a "borrow site" on the approved Valencia Commerce Center ("VCC") Parcel Map 26363 ("PM 26363") rough grading plan ("Project"). The site is referred to as Planning Area 4 ("PA-4") within the VCC. The VCC was previously approved by Los Angeles County under Master CUP 87-360 for the development of a commercial and light industrial business complex located near the intersection of Commerce Center Drive and Hasley Canyon Road in unincorporated Santa Clarita. PA-4 is an approximately 33.3-acre graded area and is part of a larger parcel which lies north of SR-126 and Castaic Creek, west of Commerce Center Drive, and south of Franklin Parkway in the VCC.

The Project site is accessed via Franklin Parkway and Commerce Center Drive. Franklin Parkway is a Secondary Highway on the County Master Plan of Highways with 84 feet of right-of-way width, and Commerce Center Drive is a Major Highway on the County Master Plan of Highways with 100 feet of right-of-way width. The solid fill is expected to occur over approximately five years but may be up to 10 years. The Project will involve an average of 230 truck trips per day (115 inbound and 115 outbound). Although daily activity would vary, the maximum daily number of truck trips would not exceed 350 truck trips per day, or 35 truck trips per hour based on a 10-hour workday (i.e., 1 truck entering and leaving the project site every 3 to 4 minutes on average). Night hauling is proposed as part of the CUP to facilitate truck trips during off-peak hours and when major infrastructure construction projects occur.

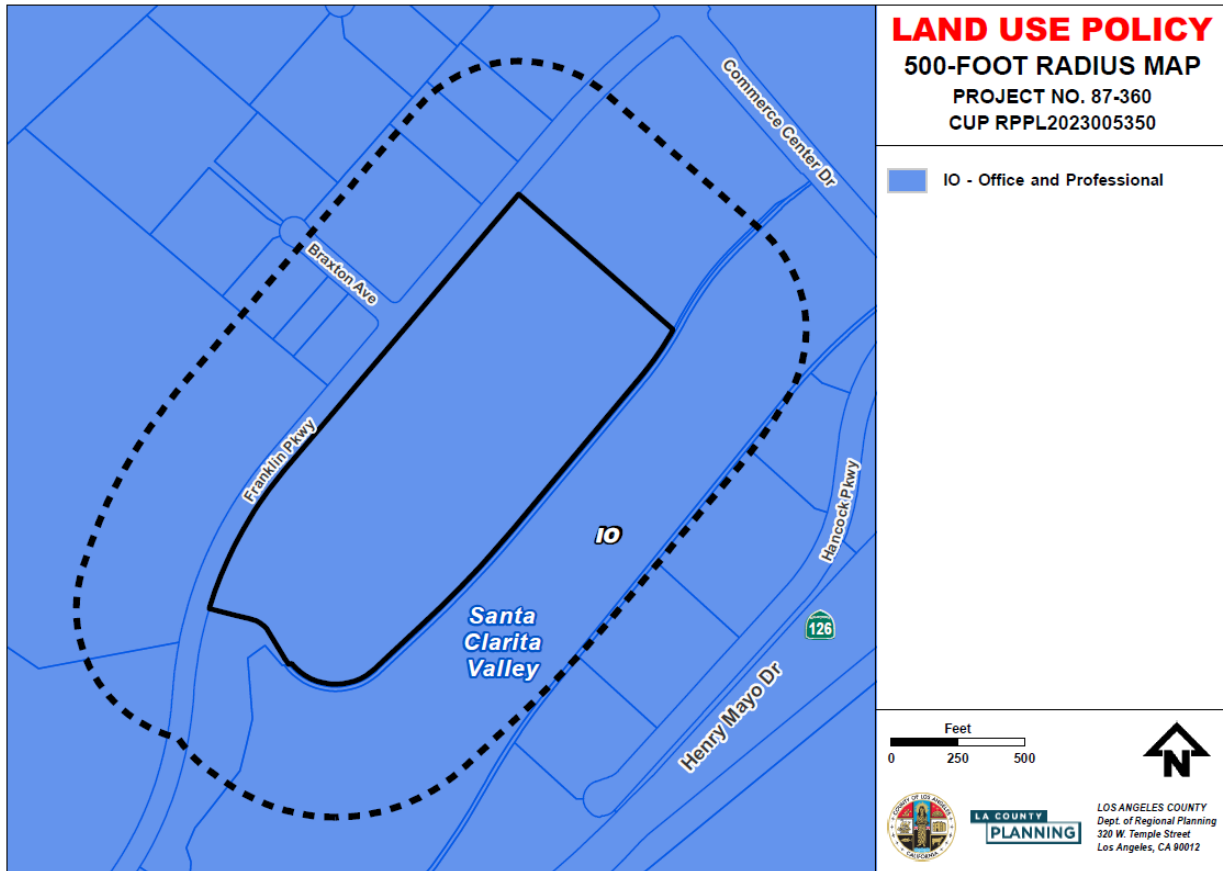
After the earthwork is brought onto the Project site, PA-4 will be graded in accordance with a related rough grading plan associated with the VCC Master CUP (to be approved). Regarding Project implementation, an erosion control plan will be required with the rough grading plan for PA-4. Best Management Practices ("BMPs") include managing truck trips, soil handling, soil disposal, onsite grading, and onsite earthwork such as stabilized

entries to reduce tracking dirt out, and street sweeping. Onsite erosion control BMP devices to manage stormwater onsite during construction include check dams, silt fences, and storm drain inlet protection. The anticipated height and extent of the earthwork fills placed and graded onsite is approximately 27.3 of the 33.3-acre disturbed area, with 12.3 acres having zero to 30-foot-high fills, and 15 acres having 30 to 50-foot-high fills. The related rough grading plan will be reviewed and approved under a ministerial Revised Exhibit “A” (“REA”) under the VCC Master CUP.

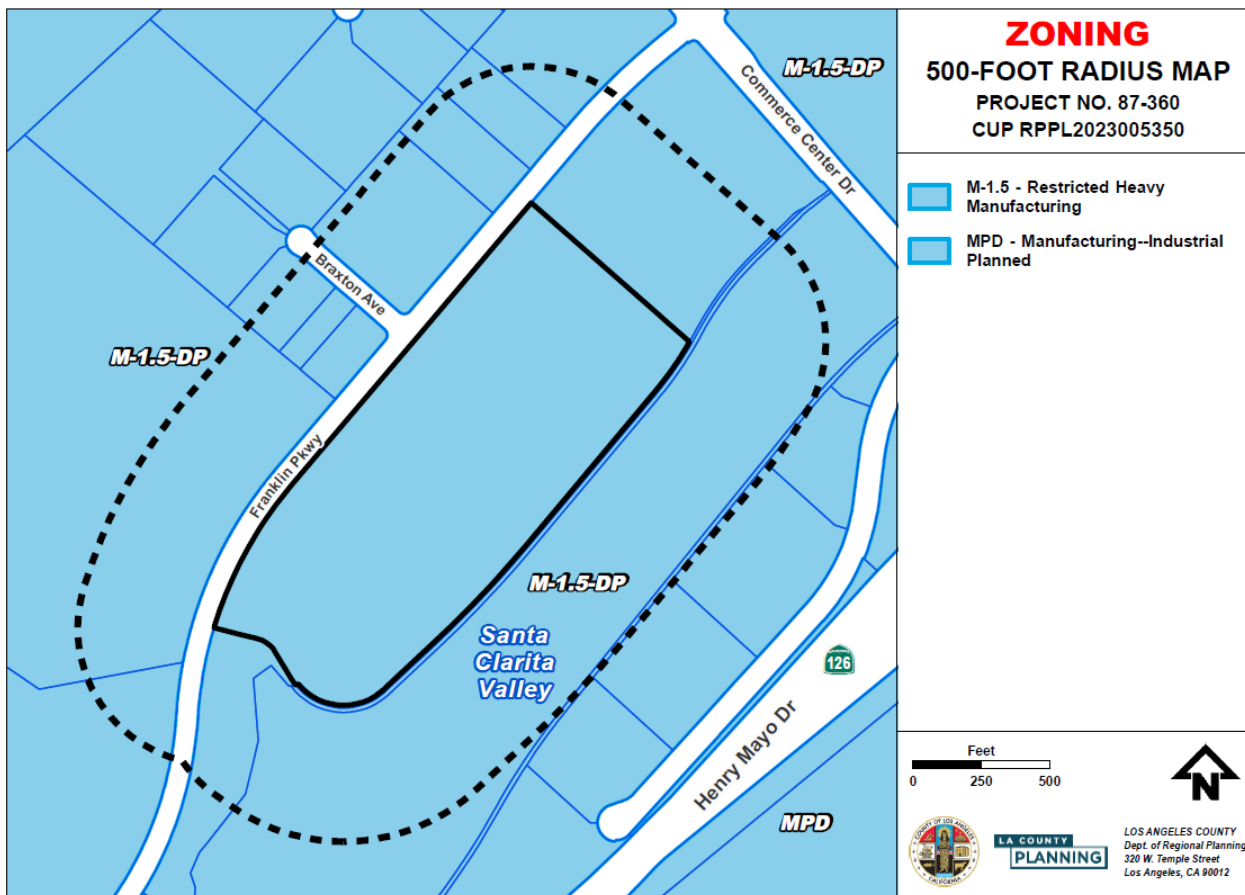
**SUBJECT PROPERTY AND SURROUNDINGS**

The following table provides property data within a 500-foot radius:

LOCATION	SANTA CLARITA VALLEY AREA PLAN LAND USE POLICY	ZONING	EXISTING USES
SUBJECT PROPERTY	IO (Office and Professional)	M-1.5	Vacant
NORTH	IO	M-1.5	Industrial Offices, Vacant
EAST	IO	M-1.5	Industrial Offices, Open Space
SOUTH	IO	M-1.5	Open Space
WEST	IO	M-1.5	Post Office, Industrial Offices







**PROPERTY HISTORY**

**A. Zoning History**

ORDINANCE NO.	ZONING	DATE OF ADOPTION
86-106Z	M-1.5-DP	9/17/1991

**B. Previous Cases**

CASE NO.	REQUEST	DATE OF ACTION
CUP 87-360	Master Permit for the VCC	9/24/1991
PM26363	Subdivision of a portion of the VCC	9/19/2006

**C. Violations**

CASE NO.	VIOLATION	CLOSED/OPEN
None		

**ANALYSIS**

**A. Land Use Compatibility**

The solid fill CUP will be placing 1.35 mcy of dirt material onto an existing graded industrial lot within the VCC. The added earthwork material will be further graded and used for future approved development within the VCC, facilitating similar light industrial/office structures as nearby existing structures, and therefore is compatible with the surroundings.

**B. Neighborhood Impact (Need/Convenience Assessment)**

The Project site is located within the VCC, a light industrial/office development site. There are some residential uses adjacent to the project site to the north and south, but the movement of earthwork by trucks to the solid fill site will be within the VCC using highway corridors and will not impact local roads or communities within adjacent residential areas. The acceptance of fill at PA-4 will not result in the generation of any new truck trips because the fill will be received from ongoing construction projects that require soil export, including the Los Angeles County Metropolitan Transportation Authority (“Metro”) I-5 freeway expansion project, which was covered by a certified Environmental Impact Report (SCH #2007051028). Therefore, the truck trips and emissions associated with these soil export projects, including the Metro I-5 project, will occur regardless of whether the soil is accepted at PA-4. The Metro I-5 project is located near PA-4 and Metro has expressed the desire to dispose of fill from the I-5 project at PA-4 because PA-4 is a closer site than other disposal sites in the region. Providing PA-4 as another potential receptor site increases optionality and may reduce the distance that some soil export trips will need to travel compared to traveling to other available receptor sites.

**C. Design Compatibility**

As part of PM26363, a commercial/light industrial subdivision development within the VCC, the project site was previously graded for future development of the VCC. No structures exist on the site. The solid fill CUP will not propose any building structures, and the building pads as approved under the related VCC Master CUP REA, would be comparable to other sites within the VCC. Thus, the design would be compatible. While the Project Site is located with the Castaic Area Community Standards District, the VCC development was approved prior to CSD adoption. There are no CSD standards applicable to the Project.

**GENERAL PLAN/COMMUNITY PLAN CONSISTENCY**

The Project is consistent with applicable goals and policies of the General Plan and the Santa Clarita Valley Area Plan. Consistency findings can be found in the attached Findings (Exhibit C – Findings).

### **ZONING ORDINANCE CONSISTENCY**

The Project complies with all applicable zoning requirements. Consistency findings can be found in the attached Findings (Exhibit C – Findings).

### **BURDEN OF PROOF**

The applicant is required to substantiate all facts identified by Section(s) 22.158.050 (Findings and Decision) of the County Code. The Burden of Proof with applicant's responses is attached (Exhibit E – Applicant's Burden of Proof). Staff is of the opinion that the applicant has met the burden of proof.

### **ENVIRONMENTAL ANALYSIS**

Staff recommends that this Project qualifies for a Categorical Exemption (Class 4 Exemption, Minor Alteration to Private Land) under the California Environmental Quality Act ("CEQA") and the County environmental guidelines. Regarding the Class 4 Exemption, the attached technical memo dated September 4, 2024, supports the minor alteration, as it is limited to the filling of 1.35 mcy of earth into previously excavated land with material compatible with the natural features of the site (CEQA Guidelines section 15304(c)). The Project site was previously partially graded, and the Project does not involve the removal of healthy, mature or scenic trees.

The Project will involve an average of 230 truck trips per day (115 inbound and 115 outbound). Although daily activity would vary, the maximum daily number of truck trips would not exceed 350 truck trips per day, or 35 truck trips per hour based on a 10-hour workday (i.e., 1 truck entering and leaving the project site every 3 to 4 minutes on average). The acceptance of fill at PA-4 will not result in the generation of any new truck trips because the fill will be received from ongoing construction projects that require soil export, including the Los Angeles County Metropolitan Transportation Authority ("Metro") I-5 freeway expansion project, which was covered by a certified Environmental Impact Report (SCH #2007051028). Therefore, the truck trips and emissions associated with these soil export projects, including the Metro I-5 project, will occur regardless of whether the soil is accepted at PA-4. The Metro I-5 project is located near PA-4 and Metro has expressed the desire to dispose of fill from the I-5 project at PA-4 because PA-4 is a closer site than other disposal sites in the region. Providing PA-4 as another potential receptor site increases optionality and may reduce the distance that some soil export trips will need to travel compared to traveling to other available receptor sites.

The Project is not on a list maintained by the California Department of Toxic Substance Control and the Regional Water Quality Control Board and does not contain any registered historic resources. The Project is also not located near a scenic highway. There is no reasonable possibility that the activity will have a significant effect on the environment due to location, unusual circumstances, nor cumulative impacts. The Project's location would not impact an environmental resource of hazardous or critical concern that has been designated, precisely mapped, or officially adopted by a federal, state, or local agency. The Project is not associated with successive projects of the same type in the same place that over time could cause a cumulatively considerable impact. The Project site has been previously partially graded and does not involve characteristics that are unusual for the Class 4 Exemption.

Therefore, there are no applicable exceptions to the Class 4 Exemption and the Project is categorically exempt.

Therefore, staff recommends that the Regional Planning Commission determine that the Project is categorically exempt from CEQA. An environmental determination (Exhibit F – Environmental Determination) was issued for the Project.

**COMMENTS RECEIVED**

**A. County Department Comments and Recommendations**

1. The County Department of Public Works, in a letter dated 5/23/2024, recommended that the Project proceed to public hearing.
2. The County Fire Department, in a letter dated 2/21/2024, recommended that the Project proceed to public hearing with required conditions of approval.
3. The County Department of Parks and Recreation, in a letter dated 1/19/2024, indicated that the Proposed Project will not impact any Parks facilities, and the department has no further comments.
4. The County Department of Public Health, in a letter dated 2/28/2024, issued clearance for the Project.

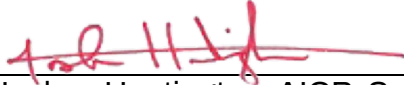
**B. Other Agency Comments and Recommendations**

Staff has not received any comments at the time of report preparation.

**C. Public Comments**

1. Metro, in a letter dated 5/15/2024, indicated its support for the project.
2. The Castaic Area Town Council (“CATC”), in a letter dated 8/5/2024, voted to recommend approval of the Project.

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Report  
Reviewed By:   
Joshua Huntington, AICP, Supervising Regional Planner

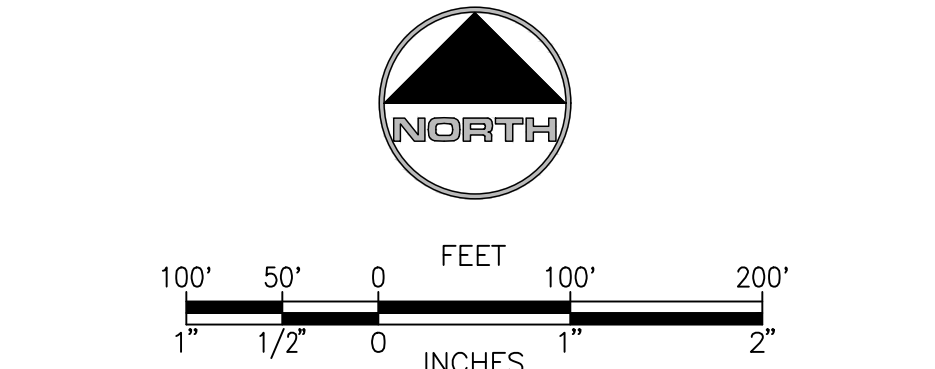
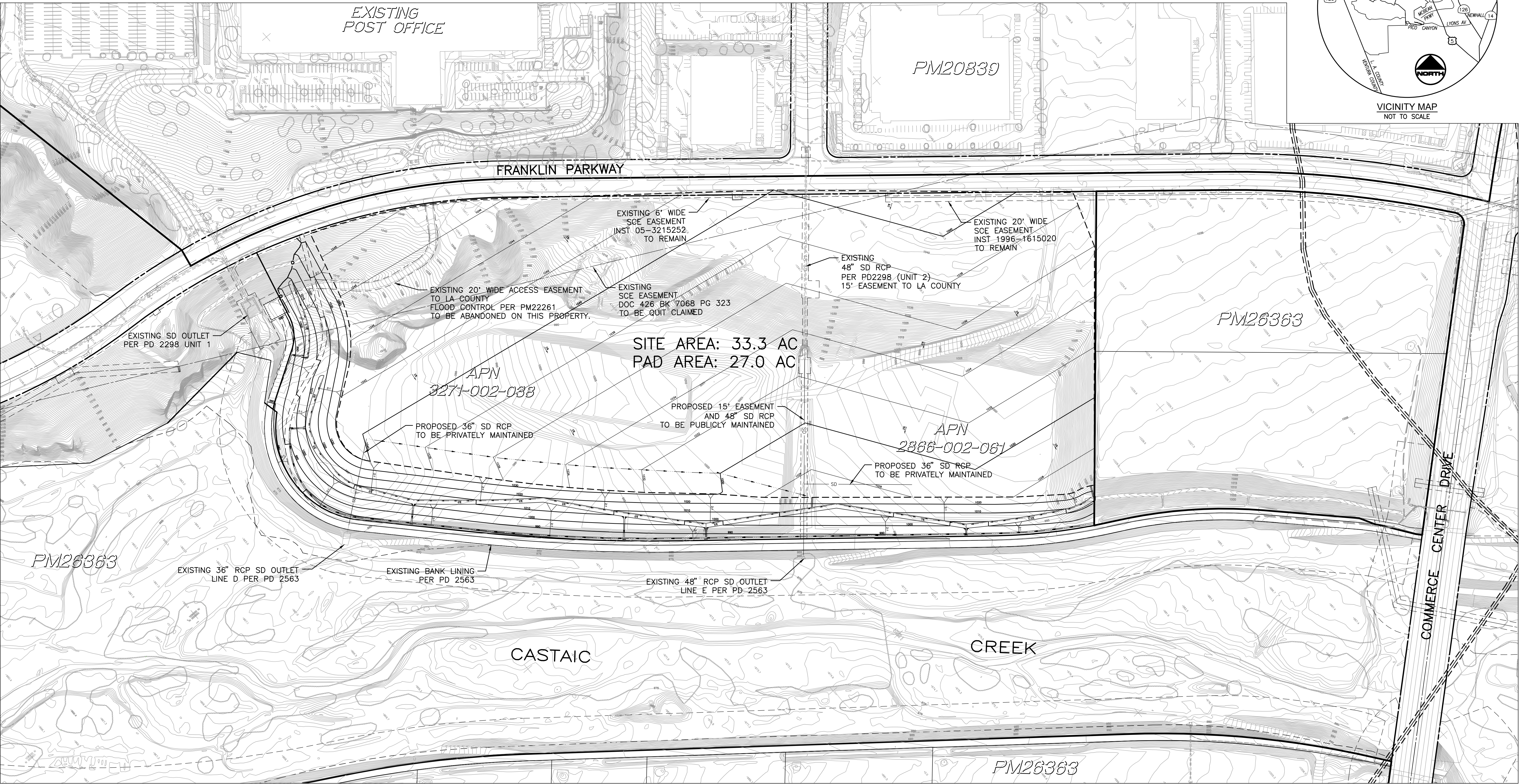
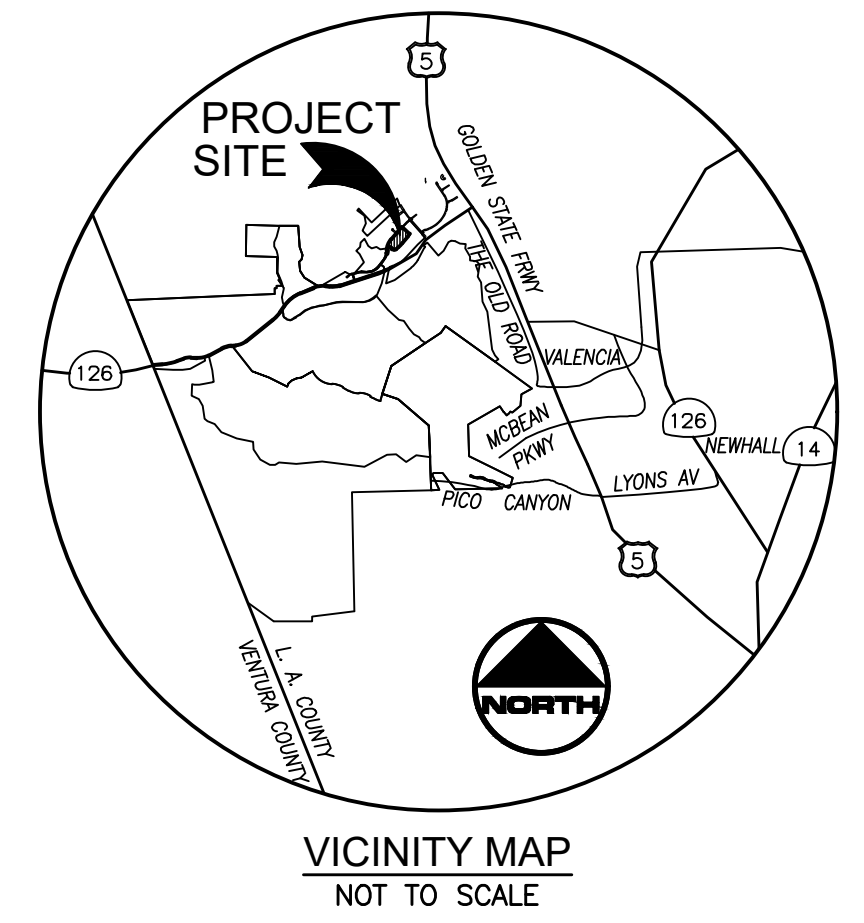
Report  
Approved By:   
Susan Tae, AICP, Assistant Deputy Director

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LIST OF ATTACHED EXHIBITS	
EXHIBIT A	Plans (CUP Exhibit)
EXHIBIT B	Project Summary Sheet

EXHIBIT C	Draft Findings
EXHIBIT D	Draft Conditions of Approval
EXHIBIT E	Applicant's Burden of Proof
EXHIBIT F	September 4, 2024 technical memo
EXHIBIT G	Informational Maps (Haul Route Exhibit)
EXHIBIT H	Photos
EXHIBIT I	Coverage Map, Photo simulation or other project-specific applicant submitted exhibits (N/A)
EXHIBIT J	Agency Correspondence (County Letters)
EXHIBIT K	Public Correspondence (Metro, CATC)





**BENCHMARK INFO:**  
 LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS  
 BENCHMARK DESCRIBED AS FOLLOWS: LACDPW L5402  
 RND HD SPK IN LOWER CONC HDWL @ N END 24 FT  
 W/O C/L THE OLD RD (W RDWY) AND 0.6 MI S/O  
 HENRY MAYO DR @ MI MKR #6.25 NEWHALL QUAD,  
 1995 ADJUSTMENT (NAVD 1988) ELEVATION = 1031.951 FT  
 TO ACQUIRE 2018 ADJUSTMENT ELEV, SUBTRACT 0.127 FT  
 FROM ALL ELEVATIONS DEPICTED ON THIS MAP.

**EARTHWORK:**  
 CUT: 19,460 CY  
 FILL: 1,323,880 CY  
 ADJUSTED FILL: 1,347,280 CY  
 NET IMPORT: 1,327,820 CY

**NOTE:**  
 ALL LID IMPROVEMENTS ARE PARCEL BASED PER  
 THE FINAL SITE AND PRECISE GRADING PLANS

THERE IS APPROXIMATELY 2.3 FEET DIFFERENCE  
 BETWEEN PREVIOUS COUNTY OF LOS ANGELES DATUMS  
 BASED UPON NAVD 1929 AND NAVD 1988 (NAVD 1988  
 IS 2.3 FEET HIGHER THAN NAVD 1929).

**VALENCIA COMMERCE CENTER  
 PLANNING AREA 4  
 SOLID FILL ROUGH GRADING  
 RPPL2023005350**

**HUNSAKER & ASSOCIATES**  
 LOS ANGELES, INC.  
 PLANNING ■ ENGINEERING ■ SURVEYING  
 26074 Avenue Hall, Suite 23 • Valencia, CA 91355 • PH: (661) 294-2211 • FX: (661) 294-9890

DATE: 01/31/2024 REVISED ON:  
 JOB No: 0015-043-021 SHEET 1 OF 1

**FIVEPOINT.**

G:\Newhall Ranch\VCC PA-4\EXH\RPPL2023-01\_P44 Composite.dwg Plotted on Feb 01, 2024 by adamw





**PROJECT NUMBER** 87-360  
**HEARING DATE** March 19, 2025  
**REQUESTED ENTITLEMENT**  
 Conditional Use Permit No. RPPL2023005350

## PROJECT SUMMARY

**OWNER / APPLICANT**  
 Alex Herrell / Hunsaker Associates

**MAP/EXHIBIT DATE**  
 01/31/2024

### PROJECT OVERVIEW

The proposed project is a request for a Solid Fill Conditional Use Permit ("CUP") to include imported earthwork and haul route to allow up to 1.35 million cubic yards ("mcy") of earthwork (all imported to site) to be accepted from construction projects in the region to a previously disturbed area identified as a "borrow site" on the approved Valencia Commerce Center ("VCC") Parcel Map 26363 rough grading plan. The site is referred to as Planning Area 4 ("PA-4") within the VCC. The VCC was previously approved by Los Angeles County under Master CUP 87-360. PA-4 is an approximately 33.3-acre graded area and is part of a larger parcel which lies north of SR-126 and Castaic Creek, west of Commerce Center Drive, and south of Franklin Parkway in the Valencia Commerce Center. The project also includes a related revised rough grading plan to be approved ministerially under the Valencia Commerce Center Master CUP after the solid fill CUP approval.

**LOCATION**  
 North of SR-126 and Castaic Creek, west of Commerce Center Drive, and south of Franklin Parkway in the Valencia Commerce Center, Santa Clarita

**ACCESS**  
 Commerce Center Drive, Franklin Parkway

**ASSESSORS PARCEL NUMBERS**  
 3271-002-038, 2866-002-061

**SITE AREA**  
 33.3 Acres

**SUPERVISORIAL DISTRICT**  
 5th

**GENERAL PLAN / LOCAL PLAN**  
 Santa Clarita Valley Area Plan ("SCVAP")

**ZONED DISTRICT**  
 Newhall

**PLANNING AREA**  
 Santa Clarita Valley

**LAND USE DESIGNATION**  
 IO (Office and Professional)

**ZONE**  
 M-1.5 (Restricted Heavy Manufacturing)

**PROPOSED UNITS**  
 N/A

**MAX DENSITY/UNITS**  
 N/A

**COMMUNITY STANDARDS DISTRICT**  
 Castaic Area

### ENVIRONMENTAL DETERMINATION (CEQA)

The proposed project qualifies for a Class 4 (Minor Alteration to Private Land) Categorical Exemption under CEQA Guidelines Section 15304(c) as a minor alteration to private land involving the filling of earth into previously excavated land with material compatible with the natural features of the site, which was previously graded, and does not involve the removal of healthy, mature or scenic trees. There are no applicable exceptions to the Class 4 Exemption.

### KEY ISSUES

- Consistency with the Los Angeles County General Plan and the SCVAP
- Satisfaction of the following portions of Title 22 of the Los Angeles County Code:
  - Section 22.158.050 (Conditional Use Permit Findings and Decision Requirements)

**CASE PLANNER:**  
 Jodie Sackett

**PHONE NUMBER:**  
 (213) 893-7409

**E-MAIL ADDRESS:**  
 jsackett@planning.lacounty.gov

LOS ANGELES COUNTY  
DEPARTMENT OF REGIONAL PLANNING  
DRAFT FINDINGS OF THE REGIONAL PLANNING COMMISSION  
AND ORDER  
PROJECT NO. 87-360-(5)  
CONDITIONAL USE PERMIT NO. RPPL2023005350

**RECITALS**

1. **HEARING DATE(S).** The Los Angeles County (“County”) Regional Planning Commission (“Commission”) conducted a duly-noticed public hearing in the matter of Project No. 87-360-(5), Conditional Use Permit (“CUP”) No. RPPL2023005350 on March 19, 2025.
2. **HEARING PROCEEDINGS.** *Reserved.*
3. **ENTITLEMENT(S) REQUESTED.** The permittee, Alex Herrell ("Permittee"), requests the CUP to authorize a solid fill project for up to 1.35 million cubic yards ("mcy") of overall earthwork on 33.3 acres ("Project"). The property is located north of Highway 126 (“SR-126”) and Castaic Creek, west of Commerce Center Drive, and south of Franklin Parkway in the Valencia Commerce Center (“VCC”), in the unincorporated community of Santa Clarita ("Project Site") in the M-1.5 (Restricted Heavy Manufacturing) zone pursuant to Los Angeles County Code ("County Code") Section 22.22.010 (Industrial Zones - Purpose).
4. **ENTITLEMENT(S) REQUIRED.** The CUP is a request to authorize a solid fill project for up to 1.35 mcy of overall earthwork ("Project"), all imported to the Project Site and to be accepted from construction projects in the region to a previously disturbed area identified as a “borrow site” on the approved VCC Parcel Map 26363 rough grading plan within the VCC in the M-1.5-DP Zone pursuant to County Code Section 22.22.010 (Industrial Zones - Purpose).
5. **PREVIOUS ENTITLEMENTS.** CUP No. 87-360 authorized the development of the VCC on September 24, 1991, and Parcel Map No. 26363 ("PM26363") within the VCC authorized a subdivision of four industrial parcels on September 19, 2006. The VCC is a commercial and light industrial business complex of 1,436 acres and 12.6 million square feet of building space approved with a Master CUP and Oak Tree Permit located near the intersection of Commerce Center Drive and Hasley Canyon Road.
6. **LAND USE DESIGNATION.** The Project Site is located within the IO (Office and Professional) land use category of the Santa Clarita Valley Area Plan (“Area Plan”) Land Use Policy Map, a component of the General Plan.
7. **ZONING.** The Project Site is located in the Newhall Zoned District and is currently zoned M-1.5-DP. Pursuant to County Code Section 22.22.030-B (Principal Use Regulations for Industrial Zones), a CUP is required for solid fill projects.

**8. SURROUNDING LAND USES AND ZONING**

<b>LOCATION</b>	<b>AREA PLAN LAND USE POLICY</b>	<b>ZONING</b>	<b>EXISTING USES</b>
NORTH	IO	M-1.5	Industrial Offices, Vacant
EAST	IO	M-1.5	Industrial Offices, Open Space
SOUTH	IO	M-1.5	Open Space
WEST	IO	M-1.5	Post Office, Industrial Offices

**9. PROJECT AND SITE PLAN DESCRIPTION.**

**A. Existing Site Conditions**

The Project Site is 33.3 gross acres (33.3 net acres) in size and consists of two legal lots. The Project Site is irregular in shape/topography, partially graded, and is currently undeveloped.

**B. Site Access**

The Project Site is accessible via Franklin Parkway, a Secondary Highway on the County Master Plan of Highways with 84 feet of right-of-way width, and Commerce Center Drive, a Major Highway on the County Master Plan of Highways with 100 feet of right-of-way width, to the north and east. Primary access to the Project Site will be via an entrance/exit on Franklin Parkway. Secondary access to the Project Site will be via an entrance/exit on Commerce Center Drive. Road connections include additional major highways, industrial streets, and the I-5 Freeway Corridor within the vicinity.

**C. Site Plan**

The Project Site is referred to as Planning Area 4 (“PA-4”) within the VCC. PA-4 is an approximately 33.3-acre graded area that is currently vacant and is part of a larger parcel which lies north of SR-126 and Castaic Creek, west of Commerce Center Drive, and south of Franklin Parkway wholly within the VCC. The solid fill CUP does not propose any building structures. The site plan shows up to 1.35 mcy of solid fill earthwork all imported to the Project Site, to be accepted from construction projects in the region to a previously disturbed area identified as a “borrow site” on the approved VCC PM26363 rough grading plan.

**D. Operational Plans and Best Practices**

The solid fill is expected to occur over approximately five years but may be up to 10 years. Regarding project implementation, an erosion control plan will be required with the rough grading plan to be approved for PA-4 under a revised Exhibit “A” for the VCC Master CUP. Best Management Practices (“BMPs”) include managing

truck trips, soil handling, soil disposal, onsite grading, and onsite earthwork such as stabilized entries to reduce tracking dirt out, and street sweeping. Onsite erosion control BMP devices to manage stormwater onsite during construction include check dams, silt fences, and storm drain inlet protection. The anticipated height and extent of the earthwork fills placed and graded onsite is approximately 27.3 of the 33.3-acre disturbed area, with 12.3 acres having zero to 30-foot-high fills, and 15 acres having 30 to 50-foot-high fills which will be shown on a revised Exhibit "A" ("REA") submitted by the applicant after approval.

10. **CEQA DETERMINATION.** Prior to the Commission's public hearing on the Project, LA County Planning staff determined that the Project qualified for a Categorical Exemption (Class 4 - Minor Alteration to Private Land) under the California Environmental Quality Act (Public Resources Code section 21000, et seq.) ("CEQA"), the State CEQA Guidelines, and the Environmental Document Reporting Procedures and Guidelines for the County. The attached September 4, 2024 technical memo supports qualifying the Class 4 determination because the Project incorporates elements of the Class 4 requirements such as the "filling of earth into previously excavated land with material compatible with the natural features" of the Project Site (CEQA Guidelines section 15304(c)). The Project Site was previously partially graded, and the Project does not involve the removal of healthy, mature or scenic trees.

The Project will involve an average of 230 truck trips per day (115 inbound and 115 outbound). Although daily activity would vary, the maximum daily number of truck trips would not exceed 350 truck trips per day, or 35 truck trips per hour based on a 10-hour workday (i.e., 1 truck entering and leaving the Project Site every 3 to 4 minutes on average). The acceptance of fill at PA-4 will not result in the generation of any new truck trips because the fill will be received from ongoing construction projects that require soil export, including the Los Angeles County Metropolitan Transportation Authority ("Metro") I-5 freeway expansion project, which was covered by a certified Environmental Impact Report (SCH #2007051028). Therefore, the truck trips and emissions associated with these soil export projects, including the Metro I-5 project, will occur regardless of whether the soil is accepted at PA-4. The Metro I-5 project is located near PA-4 and Metro has expressed the desire to dispose of fill from the I-5 project at PA-4 because PA-4 is a closer site than other disposal sites in the region. Providing PA-4 as another potential receptor site increases optionality and may reduce the distance that some soil export trips will need to travel compared to traveling to other available receptor sites.

The Project is not on a list maintained by the California Department of Toxic Substance Control and the Regional Water Quality Control Board and does not contain any registered historic resources. The Project is also not located near a scenic highway. There is no reasonable possibility that the activity will have a significant effect on the environment due to location, unusual circumstances, nor cumulative impacts. The Project's location would not impact an environmental resource of hazardous or critical concern that has been designated, precisely mapped, or officially adopted by a federal, state, or local agency. The Project is not associated with successive projects of the same type in the same place that over time could cause a cumulatively considerable impact. The Project Site has been previously partially graded and does not involve

characteristics that are unusual for the Class 4 Exemption. Therefore, there are no applicable exceptions to the Class 4 Exemption and the Project is categorically exempt.

11. **COMMUNITY OUTREACH.** In June 2024, prior to the Commission's public hearing on the Project, the Permittee reached out to the Castaic Area Town Council ("CATC") for feedback regarding the proposed solid fill Project. On August 5, 2024, the CATC submitted a letter to LA County Planning staff indicating a recommendation of approval for the Project.

12. **PUBLIC COMMENTS.** Prior to the publication of the Report to the Commission, LA County Planning staff received one public comment from the Los Angeles County Metropolitan Transportation Authority ("Metro"), a letter dated May July 15, 2024 that supports the "timely approval" of the Project.

**13. AGENCY RECOMMENDATIONS.**

- A. In a letter dated May 23, 2023, the County Department of Public Works recommended that the Project proceed to public hearing.
- B. In a letter dated February 21, 2024, the County Fire Department recommended that the Project proceed to public hearing with required conditions of approval.
- C. In a letter dated January 19, 2024, the County Department of Parks and Recreation indicated that the proposed Project will not impact any Parks facilities, and the department has no further comments.
- D. In a letter dated February 28, 2024, the County Department of Public Health issued clearance for the Project.

14. **LEGAL NOTIFICATION.** Pursuant to Section 22.222.120 (Public Hearing Procedure) of the County Code, the community was properly notified of the public hearing by mail, and newspaper The Signal, and property posting. Additionally, the Project was noticed and case materials were available on LA County Planning's website. On Monday, February 10, 2025, a total of 39 Public Hearing Notices were mailed to all property owners as identified on the County Assessor's record within a 1,000-foot radius from the Project Site, as well as 25 notices to those on the courtesy mailing list for the Newhall Zoned District and to any additional interested parties.

**GENERAL PLAN CONSISTENCY FINDINGS**

15. **LAND USE POLICY.** The Commission finds that the Project is consistent with the goals and policies of the Area Plan because the IO designation is intended for future office or industrial development facilitated by solid fill earthwork and grading, categories into which this Project falls. The Project is also consistent with the existing VCC commercial-industrial business complex comprising 1,436 acres of land and 12.6 million square feet of building space approved by a Zone Change and Master CUP under the Area Plan.

**16. GOALS AND POLICIES.** The Commission finds that the Project is consistent with the goals and policies of the Area Plan. The proposed solid fill earthwork material is consistent with future approved development within the VCC while minimizing or preventing potential environmental impacts that would have occurred if vehicle truck trips from more distant areas were to haul their material to the Project Site. The following policies support the Project:

- Goal LU-7: Environmentally responsible development, through site planning, building design, waste reduction, and responsible stewardship of resources. The Project is located on an existing disturbed site and avoids developing in natural and undeveloped areas.
- Policy LU-4.1.3: Direct business creation and expansion for larger companies within and adjacent to existing and planned business centers and major transportation corridors. The Project will help provide additional business capacity in the VCC.
- Policy LU-4.1.4: Promote economic opportunity for all segments of the community, including small businesses and new businesses. The Project will help create new businesses.

### **ZONING CODE CONSISTENCY FINDINGS**

**17. PERMITTED USE IN ZONE.** The Commission finds that the Project is consistent with the M-1.5 zoning classification as solid fill earthwork is permitted in such zone with a CUP pursuant to County Code Section 22.22.030-B (Principal Use Regulations for Industrial Zones).

**18. COMMUNITY STANDARDS DISTRICT.** The Commission finds that the Project is exempt from the Castaic Area Community Standards District (“CSD”) standards, as the VCC development was approved prior to the adoption of the CSD.

### **CONDITIONAL USE PERMIT FINDINGS**

**19. The Commission finds that the proposed use at the site will not adversely affect the health, peace, comfort, or welfare of persons residing or working in the surrounding area; will not be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the site; and will not jeopardize, endanger, or otherwise constitute a menace to the public health, safety, or general welfare.** The proposed Project utilizes earthwork haul routes that are within the VCC and major highway corridors and shall not have a detrimental impact on surrounding residents. There are no residences located within 500 feet of the Project Site.

**20. The Commission finds that the proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in Title 22, or as is otherwise required in order to integrate said use with the uses in the surrounding area.** The proposed Project Site is 33.3 acres in size and is large enough to accept



solid fill earthwork that will enable future building development on the vacant lots. There are no development standards specific to solid fill, such as those for yard setbacks, parking, or building height standards. Rough grading of the site will be approved under an associated revised Exhibit "A" ("REA") after the Project is approved.

21. **The Commission finds that the proposed site is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate, and by other public or private service facilities as are required.** The proposed Project is well-served by Franklin Parkway, a Secondary Highway on the County Master Plan of Highways with 84 feet of right-of-way width, and Commerce Center Drive, a Major Highway on the County Master Plan of Highways with 100 feet of right-of-way width, as well as the I-5 Freeway Corridor that can accommodate truck hauling traffic in addition to regular commuter traffic. Night hauling is proposed to allow truck trips during off-peak hours and when construction that is generating fill material is occurring on the site.
22. The Commission finds that to ensure continued compatibility between the Project and the surrounding land uses, it is necessary to limit the CUP to **10** years.

### **ENVIRONMENTAL FINDINGS**

23. The Commission finds that the Project is exempt from the California Environmental Quality Act pursuant to State CEQA Guidelines section 15304(c) (Class 4, Minor Alteration to Private Land) categorical exemption, because the proposed Project involves the "filling of earth into previously excavated land with material compatible with the natural features of the site." The Project Site was previously graded, and the proposed Project does not involve the removal of healthy, mature or scenic trees. The acceptance of fill at PA-4 will not result in the generation of any new truck trips because the fill will be received from ongoing construction projects that require soil export, including the Metro I-5 freeway expansion project, which was covered by a certified EIR (SCH #2007051028). Therefore, the truck trips and emissions associated with these soil export projects, including the Metro I-5 project, will occur regardless of whether the soil is accepted at PA-4. The Project is not on a list maintained by the California Department of Toxic Substance Control and the Regional Water Quality Control Board and does not contain any registered historic resources. The Project is also not located near a scenic highway. There is no reasonable possibility that the activity will have a significant effect on the environment due to location, unusual circumstances, nor cumulative impacts. The Project's location would not impact an environmental resource of hazardous or critical concern that has been designated, precisely mapped, or officially adopted by a federal, state, or local agency. The Project is not associated with successive projects of the same type in the same place that over time could cause a cumulatively considerable impact. The Project Site has been previously partially graded and does not involve characteristics that are unusual for the Class 4 Exemption. Therefore, there are no applicable exceptions to the Class 4 Exemption and the Project is categorically exempt.

### **ADMINISTRATIVE FINDINGS**

**24. LOCATION OF DOCUMENTS.** The location of the documents and other materials constituting the record of proceedings upon which the Commission's decision is based in this matter is at LA County Planning, 13th Floor, Hall of Records, 320 West Temple Street, Los Angeles, California 90012. The custodian of such documents and materials shall be the Section Head of the Subdivisions Section, LA County Planning.

**BASED ON THE FOREGOING, THE REGIONAL PLANNING COMMISSION CONCLUDES THAT:**

- A. The proposed use with the attached conditions will be consistent with the adopted General Plan.
- B. The proposed use at the site will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area, will not be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site, and will not jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.
- C. The proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in Title 22, or as is otherwise required in order to integrate said use with the uses in the surrounding area.
- D. The proposed site is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate, and by other public or private service facilities as are required.

**THEREFORE, THE REGIONAL PLANNING COMMISSION:**

- 1. Finds that the Project is exempt from the California Environmental Quality Act pursuant to State CEQA Guidelines section 15304(c) (Class 4, Minor Alteration to Private Land) categorical exemption; and
- 2. Approves **CONDITIONAL USE PERMIT NO. RPPL2023005350**, subject to the attached conditions.

**ACTION DATE: March 19, 2025**

JSH:EGA:JDS

03/05/25

LOS ANGELES COUNTY  
DEPARTMENT OF REGIONAL PLANNING

DRAFT CONDITIONS OF APPROVAL  
PROJECT NO. 87-360-(5)  
CONDITIONAL USE PERMIT NO. RPPL2023005350

**PROJECT DESCRIPTION**

The project is for solid fill grading to include imported earthwork and a haul route subject to the following conditions of approval:

**GENERAL CONDITIONS**

1. Unless otherwise apparent from the context, the term "Permittee" shall include the applicant, owner of the property, and any other person, corporation, or other entity making use of this grant.
2. This grant shall not be effective for any purpose until the Permittee, and the owner of the subject property if other than the Permittee, have filed at the office of the Los Angeles County ("County") Department of Regional Planning ("LA County Planning") their affidavit stating that they are aware of and agree to accept all of the conditions of this grant, and that the conditions of the grant have been recorded as required by Condition No. 6, and until all required monies have been paid pursuant to Condition No. 9. Notwithstanding the foregoing, this Condition No. 2, and Condition Nos. 3, 4, and 8 shall be effective immediately upon the date of final approval of this grant by the County.
3. The Permittee shall defend, indemnify, and hold harmless the County, its agents, officers, and employees from any claim, action, or proceeding against the County or its agents, officers, or employees to attack, set aside, void, or annul this permit approval, which action is brought within the applicable time period of Government Code section 65009 or any other applicable limitations period. The County shall promptly notify the Permittee of any claim, action, or proceeding and the County shall reasonably cooperate in the defense. If the County fails to promptly notify the Permittee of any claim, action, or proceeding, or if the County fails to cooperate reasonably in the defense, the Permittee shall not thereafter be responsible to defend, indemnify, or hold harmless the County.
4. In the event that any claim, action, or proceeding as described above is filed against the County, the Permittee shall within ten days of the filing make an initial deposit with LA County Planning in the amount of up to \$5,000.00, from which actual costs and expenses shall be billed and deducted for the purpose of defraying the costs or expenses involved in LA County Planning's cooperation in the defense, including but not limited to, depositions, testimony, and other assistance provided to Permittee or Permittee's counsel.

If during the litigation process, actual costs or expenses incurred reach 80 percent of the amount on deposit, the Permittee shall deposit additional funds sufficient to bring the balance up to the amount of \$5,000.00. There is no limit to the number of supplemental deposits that may be required prior to completion of the litigation.

At the sole discretion of the Permittee, the amount of an initial or any supplemental deposit may exceed the minimum amounts defined herein. Additionally, the cost for collection and duplication of records and other related documents shall be paid by the Permittee according to County Code Section 2.170.010.

5. If any material provision of this grant is held or declared to be invalid by a court of competent jurisdiction, the permit shall be void and the privileges granted hereunder shall lapse.
6. Prior to the use of this grant, the Permittee, or the owner of the subject property if other than the Permittee, shall **record the terms and conditions** of the grant in the office of the County Registrar-Recorder/County Clerk (i.e. Recorder's Office). In addition, upon any transfer or lease of the property during the term of this grant, the Permittee, or the owner of the subject property if other than the Permittee, shall promptly provide a copy of the grant and its conditions to the transferee or lessee of the subject property.
7. **This grant shall terminate on March 19, 2035**. Entitlement to use of the property thereafter shall be subject to the regulations then in effect. If the Permittee intends to continue operations after such date, whether or not the Permittee proposes any modifications to the use at that time, the Permittee shall file a new CUP application with LA County Planning, or shall otherwise comply with the applicable requirements at that time. Such application shall be filed at least twelve months prior to the expiration date of this grant and shall be accompanied by the required fee. In the event that the Permittee seeks to discontinue or otherwise change the use, notice is hereby given that the use of such property may require additional or different permits and would be subject to the then-applicable regulations.
8. This grant shall expire unless used within two (2) years from the date of final approval of the grant. A single one-year time extension may be requested in writing and with the payment of the applicable fee prior to such expiration date.
9. The subject property shall be maintained and operated in full compliance with the conditions of this grant and any law, statute, ordinance, or other regulation applicable to any development or activity on the subject property. Failure of the Permittee to cease any development or activity not in full compliance shall be a violation of these conditions. No provision of any easement of or any other encumbrance on the property shall exempt the Permittee and/or property owner from compliance with these conditions and applicable regulations. Inspections shall be made to ensure compliance with the conditions of this grant as well as to ensure that any development undertaken on the subject property is in accordance with the approved site plan on file. The Permittee shall deposit with the County the sum of **\$3,087.00 (or \$441.00 per inspection)** which shall be placed in a performance fund and be used exclusively to reimburse LA County Planning for all expenses incurred while inspecting the premises to determine the Permittee's compliance with the conditions of this grant. The fund provides for **seven** inspections, the first four of which will occur annually and then every other year for the remaining three inspections. Inspections

may be unannounced and may be conducted utilizing any available technologies, including, but not limited to, unmanned aircraft systems (UAS).

If additional inspections are required to ensure compliance with the conditions of this grant, or if any inspection discloses that the subject property is being used in violation of any one of the conditions of this grant, the Permittee shall be financially responsible and shall reimburse LA County Planning for all additional enforcement efforts necessary to bring the subject property into compliance. The amount charged for additional inspections shall be \$441.00 per inspection, or the current recovery cost established by LA County Planning at the time any additional inspections are required, whichever is greater.

10. Notice is hereby given that any person violating a provision of this grant is guilty of a misdemeanor. Notice is further given that the Regional Planning Commission ("Commission") or a Hearing Officer may, after conducting a public hearing, revoke or modify this grant, if the Commission or Hearing Officer finds that these conditions have been violated or that this grant has been exercised so as to be detrimental to the public's health or safety or so as to be a nuisance, or as otherwise authorized pursuant to Chapter 22.238 of the County Code.
11. All development pursuant to this grant must be kept in full compliance with the County Fire Code to the satisfaction of the County Fire Department ("Fire").
12. All development pursuant to this grant shall conform with the requirements of the County Department of Public Works ("Public Works") to the satisfaction of said department.
13. All development pursuant to this grant shall comply with the requirements of Title 22 of the County Code and of the specific zoning of the subject property, unless specifically modified by this grant, as set forth in these conditions, including the approved Exhibit "A," or a revised Exhibit "A" approved by the Director of LA County Planning ("Director").
14. The Permittee shall maintain the subject property in a neat and orderly fashion. The Permittee shall maintain free of litter all areas of the premises over which the Permittee has control.
15. All structures, walls and fences open to public view shall remain free of graffiti or other extraneous markings, drawings, or signage that was not approved by LA County Planning. These shall include any of the above that do not directly relate to the residential use being operated on the premises or that do not provide pertinent information about said premises. The only exceptions shall be seasonal decorations or signage provided under the auspices of a civic or non-profit organization.

In the event of graffiti or other extraneous markings occurring, the Permittee shall remove or cover said markings, drawings, or signage within 48 hours of such notification, weather permitting. Paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces.

**PERMIT-SPECIFIC CONDITIONS - CONDITIONAL USE PERMIT**

16. The Permittee shall be authorized to transport up to 1.35 million cubic yards ("mcy") of solid fill earthwork within APNs: 3271-002-038 and 2866-002-061 located on site PA-4 within previously approved Parcel Map No. 26363 within the Valencia Commerce Center site.
17. Hauling of earthwork material to the Project Site shall be permitted Monday through Saturday; any hauling on Sunday shall be prohibited. Furthermore, the Permittee shall ensure that hauling truck trips during morning and afternoon peak traffic hours, are minimized to the greatest extent feasible.
18. The Permittee shall be required to submit a rough grading and haul route revised Exhibit "A" to LA County Planning for approval prior to the issuance of grading and solid fill permits for the Project Site.

**PROJECT SITE-SPECIFIC CONDITIONS**

19. The solid fill CUP includes a ministerial Revised Exhibit "A" ("REA") to be submitted under the VCC Master CUP for a rough grading plan on the Site once the solid fill CUP has been approved.
20. The Permittee shall reference the Notice of Exemption ("NOE") Technical Memo dated September 4, 2024 for additional details.
21. The permittee shall comply with all conditions set forth in the attached County Department letters:
  - Public Works, dated May 21, 2024;
  - Fire, dated February 21, 2024;
  - County Department of Parks and Recreation, dated January 19, 2024; and
  - County Department of Public Health, dated February 28, 2024.

**Attachments:**

Exhibit D-1 Public Works, Fire Department, Parks and Recreation, and Public Health Department Letters

Exhibit D-2 NOE Technical Report Memo dated September 4, 2024





MARK PESTRELLA, Director

# COUNTY OF LOS ANGELES

## DEPARTMENT OF PUBLIC WORKS

*"To Enrich Lives Through Effective and Caring Service"*

900 SOUTH FREMONT AVENUE  
ALHAMBRA, CALIFORNIA 91803-1331  
Telephone: (626) 458-5100  
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:  
P.O. BOX 1460  
ALHAMBRA, CALIFORNIA 91802-1460

May 23, 2024

IN REPLY PLEASE

REFER TO FILE:

LD-4

TO: Joshua Huntington  
Subdivisions  
Department of Regional Planning

Attention Jodie Sackett

FROM: James Chon   
Land Development Division

**CONDITIONAL USE PERMIT (RPPL2023005350)  
ASSESSOR'S MAP BOOK 3271, PAGE 2, PARCEL 38  
UNINCORPORATED CASTAIC**

As requested, Public Works reviewed the zoning permit application and site plan for the proposed project. The project proposes to accept approximately 1.35 million cubic yards of dirt from construction projects in the region.

- Public Works recommends that the conditions shown below be applied to the project if ultimately approved by the advisory agency.
- Public Works has comments on the submitted documents; therefore, a Public Hearing shall NOT be scheduled until the comments have been addressed.

1. Street

1.1. Prior to issuance of a grading or building permit:

- 1.1.1. Repair and replace any improvements damaged during construction.
- 1.1.2. Obtain a haul route permit from Public Works, Land Development Division (Encroachment Permit and Inspection Section).

For questions regarding the haul route permit, contact Tiffany Nguyen of Public Works, Land Development Division, at (626) 458-3129 or [tnguyen@pw.lacounty.gov](mailto:tnguyen@pw.lacounty.gov).

For questions regarding the street condition, please contact Pemaneh Abaghi of Public Works, Land Development Division, at (626) 979-5417 or [pabaghi@pw.lacounty.gov](mailto:pabaghi@pw.lacounty.gov).

## 2. Drainage

2.1. Prior to issuance of a grading or building permit:

2.1.1. Comply with Low-Impact Development (LID) standards in accordance with the LID Standards Manual, which can be found at <https://pw.lacounty.gov/idd/lib/fp/Hydrology/Low%20Impact%20Development%20Standards%20Manual.pdf>.

2.1.2. Plans must be approved showing for the proper distribution of drainage and include contributory drainage from adjoining properties. Eliminate the sheet overflow, ponding, and protect the lots from high velocity scouring action.

For questions regarding the drainage conditions, please contact Alex Mikhailpoor of Public Works, Land Development Division, at (626) 458-3138 or [amikhailpoor@pw.lacounty.gov](mailto:amikhailpoor@pw.lacounty.gov).

## 3. Grading

3.1. Prior to issuance of a grading or building permit, provide approval of the following:

3.1.1. The latest hydrology study by the Public Works, Land Development Division (Storm Drain and Hydrology Section).

3.1.2. The location/alignment and details/typical sections of any park/trail, as shown on the grading plan, to the satisfaction of the Department of Parks and Recreation.

3.1.3. The grading plan by the Public Works, Geotechnical and Materials Engineering Division).

- 3.1.4. Permits and/or letters of non-jurisdiction from all State and Federal agencies, as applicable. These agencies may include, but may not be limited to, the State of California Regional Water Quality Control Board, State of California Department of Fish and Wildlife, State of California Department of Conservation, California Geologic Energy Management Division (CalGEM), and the Army Corps of Engineers.
- 3.2. Submit a grading plan for approval. The grading plan must show and call out the following items including, but not limited to, construction of all drainage devices and details; paved driveways; elevation and drainage of all pads, SUSMP, and LID devices (fill in whichever is applicable); and any required landscaping and irrigation not within a common area or maintenance easement. Acknowledgement and/or approval from all easement holders may be required.

For questions regarding the grading conditions, please contact Manouchehr (David) Esfandi of Public Works, Land Development Division, at (626) 458-7130 or [mesfandi@pw.lacounty.gov](mailto:mesfandi@pw.lacounty.gov).

#### 4. Geology

- 4.1. Prior to issuance of a grading or building permit, comply with the approved geotechnical report.

For questions regarding the geology condition, please contact Karin Burger of Public Works, Geotechnical and Materials Engineering Division, at (626) 458-7989 or [kburger@pw.lacounty.gov](mailto:kburger@pw.lacounty.gov).

If you have any questions, please contact Ed Gerlits of Public Works, Land Development Division, at (626) 458-4953 or [egerlits@pw.lacounty.gov](mailto:egerlits@pw.lacounty.gov).

DK:la



# COUNTY OF LOS ANGELES FIRE DEPARTMENT FIRE PREVENTION DIVISION

Land Development Unit  
5823 Rickenbacker Road  
Commerce, CA 90040  
Telephone (323) 890-4293, Fax (323) 890-9783

EPIC-LA NUMBER: RPPL2023005350                      PROJECT NUMBER: PM 26363  
CITY/COMMUNITY: Val Verde    STATUS: Cleared  
PROJECT ADDRESS:    DATE: 02/21/2024

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## CONDITIONS

1. This project does not propose construction of structures or any other improvements at this time. Therefore, until actual construction is proposed, the County of Los Angeles Fire Department, Land Development Unit, has no comments.

For any questions regarding the report, please contact Wally Collins at (323) 890-4243 or [Wally.Collins@fire.lacounty.gov](mailto:Wally.Collins@fire.lacounty.gov).

Reviewed by:



COUNTY OF LOS ANGELES  
DEPARTMENT OF PARKS AND RECREATION

*"Parks Make Life Better!"*

Norma E. García-González, Director

Alina Bokde, Chief Deputy Director

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January 19, 2024

TO: Jodie Sackett  
Department of Regional Planning

FROM: Jui Ing Chien *JIC*  
Planning and CEQA Section

SUBJECT: **SOLID FILL CONDITIONAL USE PERMIT (RPPL2023005350)**  
**VALENCIA COMMERCE CENTER PLANNING AREA 4**

The proposed project has been reviewed for potential impacts on the facilities of the Department of Parks and Recreation (DPR). The project will not impact any DPR facilities, and we have no comments. Thank you for including this Department in the review of this document. If you have any questions, please contact me at [jchien@parks.lacounty.gov](mailto:jchien@parks.lacounty.gov) or (626) 588-5317.



**BARBARA FERRER, Ph.D., M.P.H., M.Ed.**  
Director

**MUNTU DAVIS, M.D., M.P.H.**  
County Health Officer

**MEGAN McCLAIRE, M.S.P.H.**  
Chief Deputy Director

**LIZA FRIAS, REHS**  
Director of Environmental Health

**BRENDA LOPEZ, REHS**  
Assistant Director of Environmental Health

**SCOTT ABBOTT, REHS, M.P.A.**  
Assistant Director of Environmental Health

5050 Commerce Drive  
Baldwin Park, California 91706  
TEL (626) 430-5374 • FAX (626) 813-3000

[www.publichealth.lacounty.gov/eh/](http://www.publichealth.lacounty.gov/eh/)

**BOARD OF SUPERVISORS**

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First District

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**Lindsey P. Horvath**  
Third District

**Janice Hahn**  
Fourth District

**Kathryn Barger**  
Fifth District

February 28, 2024

TO: Joshua Huntington  
Supervising Regional Planner  
Department of Regional Planning

Attention: Jodie Sackett

FROM: Charlene Contreras *ccoy*  
Director, Community Protection Branch  
Department of Public Health

**SUBJECT: CONDITIONAL USE PERMIT (CUP) REQUEST**  
**CASE: RPPL2023005350**  
**APN: 3271-002-038**

Thank you for the opportunity to review the application and project located at the subject property. The applicant requests a Solid Fill Conditional Use Permit (CUP) for Planning Area 4 (PA-4) within the Valencia Commerce Center (VCC) to accept approximately 1.35 million cubic yards of dirt from construction projects in the region.

The project description does not propose construction and/or wastewater generation therefore the Onsite Wastewater Treatment Program (OWTS) has no comments. However, if water closets/toilets and or other structures are proposed in the future, an additional review will be required.

There is no water related structures on the site plan. Drinking Water Program has no conditions that need to be applied to this project if ultimately approved by the advisory agency.

- Public Health conditions of the aforementioned project have been met as of the date of the letter if ultimately approved by the advisory agency.
- Public Health requires that the conditions or information requested below are addressed prior to agency approval; therefore, the Department **DOES NOT** recommend clearance of this project until the following conditions are met:

1. Community Protection: Environmental Hygiene

**Please Note:** The following are general requirements for Noise and Air Quality recommendations for the proposed project.

The applicant shall abide by all applicable requirements contained in Title 12, Chapter 12.08 - Noise Control Ordinance of the County of Los Angeles (reference available at [municode.com](http://municode.com)). The sections in Title 12 that apply to this project include but are not limited to 12.08.390 (Exterior Noise Standards) and 12.08.440 (Construction Noise).

1.1 Exterior Noise  
 Ordinance:

**Exterior Noise Standards (12.08.390)**

No person shall operate or cause to be operated, any source of sound at any location within the unincorporated county or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person which causes the noise level, when measured on any other property either incorporated or unincorporated, to exceed any of the following exterior noise standards in Table 1.

Exterior Noise Standards, dBA						
Area	Duration	Std # 1 = L50	Std # 2 = L25	Std # 3 = L8.3	Std # 4 = L1.7	Std # 5 = L0
		30min/hr	15min/hr	5 min/hr	1 min/hr	At no time
Residential	7 am – 10 pm	50	55	60	65	70
	10 pm – 7 am	45	50	55	60	65
Commercial	7 am – 10 pm	60	65	70	75	80
	10 pm – 7 am	55	60	65	70	75
Industrial	Anytime	70	75	80	85	90

Table 1. Std = Standard dB that may not exceed the cumulative period.

1.2 Construction Noise  
 Ordinance:

**Construction Noise (12.08.440)**

Operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work between weekday hours of 7:00 p.m. and 7:00 a.m., or at any time on Sundays or holidays, such that the sound therefrom creates a noise disturbance across a residential or commercial real-property line, except for

emergency work of public service utilities or by variance issued by the health officer is prohibited (See Table 2 and 3).

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	Semi-residential/ Commercial
Daily, except Sundays and legal holidays, 7:00 a.m. to 7:00 p.m.	75 dBA	80 dBA	85 dBA

Table 2. Std = Standard dB that may not exceed.

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	Semi-residential/ Commercial
Daily, except Sundays and legal holidays, 7:00 a.m. to 7:00 p.m.	60 dBA	65 dBA	70 dBA

Table 3. Std = Standard dB that may not exceed.

Findings:

The subject site was zoned for manufacturing and surrounded by agricultural and manufacturing to the west, manufacturing and commercial to the east, residential and recreational to the south, and residential and manufacturing to the north. The closest occupied residential zones were located approximately 3600 feet northeast and 5000 feet southeast of the subject site. There was also vacant residential zoned land approximately 2000 feet southwest of the subject site. Highway 126 and recreational zoned land were located approximately 1000 to 1500 feet south of the subject site.

The subject site was below grade. The acceptance of soil would bring the elevation of the graded pad up to elevation of adjacent Franklin Parkway. Per the applicant:

1. there is no development proposal for the site beyond the solid fill.
2. the project entails accepting soil from ongoing construction projects in the region.
3. the accepted soil will not result in any new truck trips.
4. from the I-5 freeway, haul trucks would utilize Highway 126 and turn right on Wolcott Way and turn right on Franklin Pkwy. Empty trucks would exit by turning left onto Franklin Pkwy and return to Highway 126 by turning left on Wolcott Way.



5. haul trucks would operate a maximum of 6 days per week, Monday through Saturday between 7 a.m. and 8 p.m.
6. hauling and grading will take approximately three years.
7. the onsite equipment is anticipated to consist of the following:
  - a) Dozer
  - b) Landfill Compactor
  - c) Scraper
  - d) Motor Grader
  - e) Wheel Loader
  - f) Excavator
  - g) 4,000 Gallon Water Truck
8. grading operation noise at the subject site would not significantly impact Valencia Travel Village RV Resort due to the following:
  - a) approximately 1,500 feet from Valencia Travel Village RV Resort,
  - b) screened by intervening topography, buildings, and vegetation,
  - c) the long distance,
  - d) the existing noise from Highway 126 (located between the site and Travel Village) substantially reduce the potential for noise impacts from the grading activities,
  - e) blocked by the existing industrial buildings within the developed portion of Valencia Commerce Center and sound wall located on the south side of the SR-126 highway (i.e., located between the site and Travel Village).

On January 9, 2024, background noise levels were measured using a sound level meter (Larson Davis Sound Advisor 831C) set to A-weighting (dBA) at the main entry gate approximately 60 feet south of Franklin Pkwy.

As shown in Table 4 below, the background noise level results exceeded the residential L50 and L0 as well as the commercial L0 noise standards at this specific location. The exceedance was caused by cars passing on Franklin Pkwy. As a result, the background noise level becomes the exterior noise standards (see highlighted noise level).

Exterior Noise Standards, dBA											
Area Background	Duration	Std # 1 = L50		Std # 2 = L25		Std # 3 = L8.3		Std # 4 = L1.7		Std # 5 = L0	
		30min/hr	Result	15min/hr	Result	5 min/hr	Result	1 min/hr	Result	At no time	Result
Residential	3:53 pm – 4:53 pm	50	51.9	55	53.7	60	55.9	65	59.8	70	84.8
Commercial	3:53 pm – 4:53 pm	60	51.9	65	53.7	70	55.9	75	59.8	80	84.8
Industrial	3:53 pm – 4:53 pm	70	51.9	75	53.7	80	55.9	85	59.8	90	84.8

Table 4. Std = Standard dB that may not exceed the cumulative period.

### 1.3 Recommendations

#### 1.3.1 Exterior Noise

The operation of the subject site must adhere to the Los Angeles County Exterior Noise Standards. All other applicable Noise Control Ordinance of the County of Los Angeles must also be complied with.

Be advised that if the activities listed below or additional activities that may create a noise disturbance occur in the future, care must be exercised to refrain from or minimize such a noise disturbance so as not to impact the nearest residential properties.

- a. Vehicle and equipment start-up and idling.
- b. Loading/unloading.
- c. Alarms.
- d. Trash collection
- e. Operations/activities that generate impulsive noise (i.e., noise of short duration, usually less than one second and of high intensity, with an abrupt onset and rapid decay) such as dropping heavy equipment/materials should be performed away from the nearest residential property to minimize noise impact.

#### 1.3.2 Construction Noise

Noise mitigation measures should be applied if warranted to reduce construction noise and to comply with Title 12, 12.08.440 – Construction Noise. Noise mitigation strategies may include but are not limited to:

1. All construction equipment shall be equipped with the manufacturers' recommended noise muffling devices, such as mufflers and engine covers. These devices shall be kept in good working condition throughout the construction process.
2. Installation of a temporary sound barrier at the source and/or property lines of the proposed project site to mitigate noise impacts on all surrounding properties.
3. All construction equipment shall be properly maintained and tuned to minimize noise emissions.
4. Stationary noise sources (e.g., generators and compressors) shall be located as far from residential receptor locations as is feasible.

#### 1.3.3 Air Quality Recommendation

During solid filling, grading or excavation activities if applicable, application of dust control measures to minimize fugitive dust is recommended. Fugitive dust can result in worker and public exposure to fungal spores such as

Joshua Huntington  
February 28, 2024  
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Coccidioides immitis, which can cause Coccidioidomycosis (Valley Fever). Adhere to applicable Air Quality Management District regulations.

For questions regarding above comments, please contact Yonas Taye of Public Health, Environmental Hygiene Program at (626) 430-5201 or [ytaye@ph.lacounty.gov](mailto:ytaye@ph.lacounty.gov).

If you have any other questions or require additional information, please contact Veronica Aranda of Public Health, Planning & Land Use Liaison at (626) 430-5201 or [varanda@ph.lacounty.gov](mailto:varanda@ph.lacounty.gov).

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DPH\_CLEARED\_APN-3271-002-038\_RPPL2023005350\_02.28.2024

**CONDITIONAL USE PERMIT XX-XXX**

**CUP BURDEN OF PROOF  
FOR SOLID FILL PROJECT  
Valencia Commerce Center Planning Area 4**

**Background**

The Proposed Project is a request for a Solid Fill Conditional Use Permit (CUP) for Planning Area 4 (PA-4) within the Valencia Commerce Center (VCC) to accept approximately 1.35 million cubic yards (mcy) of dirt from construction projects in the region (Proposed Project). PA-4 comprises approximately 33.3 acres and is located in unincorporated Los Angeles County, west of Commerce Center Drive, generally bounded by Franklin Parkway to the north and west, Castaic Creek to the south, and the Logix office building to the east (Project Site).

PA-4 was previously graded as a borrow site associated with approved Parcel Map (PM) 26363, which was part of the buildout of VCC.<sup>1</sup> The proposed Solid Fill CUP to accept soil at PA-4 would bring the elevation of the graded pad up to the elevation of adjacent Franklin Parkway, consistent with the development grades anticipated in the VCC Master CUP. The Proposed Project includes a ministerial revision to the rough grading plan for PM 26363 to compact and level the soil upon acceptance.

The acceptance of fill at PA-4 will not generate any new truck trips because the fill will be received from ongoing construction projects that require soil export. Therefore, the truck trips associated with these soil export projects will occur regardless of whether the soil is accepted at PA-4. Providing PA-4 as another potential receptor site increases optionality and may reduce the distance that some soil export trips will need to travel compared to traveling to other available receptor sites. (See Truck Haul Route Analysis, Stantec Consulting Services Inc., Attachment 1 of the Technical Memorandum, *Class 4 Categorical Exemption for Valencia Commerce Center Planning Area 4*, dated August 23, 2023.)

Previously constructed bank stabilization improvements (installed as part of PM 26363) are already in place to protect the proposed grading from the adjacent Castaic Creek. Currently, there is no development proposal for the PA-4 site beyond the Solid Fill CUP and the ministerial revised grading plan.

**Existing General Plan Designation**

The Proposed Project is located within VCC, which is designated as IO - Industrial Office in the Santa Clarita Valley Area Plan, One Valley One Vision, 2012, which was adopted by the Board of Supervisors on November 27, 2012, and became effective on December 27, 2012.

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<sup>1</sup> The borrow site is located outside the boundary of PM 26363 but was included as an offsite improvement on the PM 26363 rough grading plan. PA-4 is located north and west of PM 26363, a recorded map developed with industrial/commercial development, consistent with the VCC Master CUP.

IO—Industrial Office: The Industrial Office designation provides for mixed employment districts in areas accessible to transportation and visible from freeways and major arterials and is intended to promote the development of master-planned environments with a high quality of design and construction. Allowable uses in this designation include offices; medical services; research and development; light assembly and fabrication; warehousing and distribution; and supportive commercial uses. Allowable uses shall have a maximum Floor Area Ratio (FAR) of 2.0. Specific allowable uses and development standards shall be determined by the underlying zoning designation.

### **Existing Zoning Designation**

The Los Angeles County Planning and Zoning Code (County Code Title 22), also referred to as the County Code, regulates development within the County’s unincorporated areas through land use designations and development standards regarding allowable uses, density, height, parking, etc. VCC is zoned Restricted Heavy Manufacturing (M-1.5-DP).

Restricted Heavy Manufacturing Zone (M-1.5): The Restricted Heavy Manufacturing Zone (Zone M-1.5) allows for light and restricted heavy industry, repair, wholesale, and packaging, including manufacture, assembly, distribution, and storage of goods with low to medium nuisance impacts, but excluding raw-materials production, processing, or bulk handling.

### **Request**

The proposed project is requesting approval of a Solid Fill CUP to allow acceptance of approximately 1.35 meay of dirt at the PA-4 site from ongoing construction projects in the region, including, without limitation, the Metro I-5 freeway expansion project currently under construction.

Under County Code Section 22.14.190 - S, a Solid Fill Project is defined as “[a]n operation on a lot where more than 1,000 cubic yards of solid fill materials are deposited for any purpose, including grading or reclaiming of land.”

In accordance with County Code Table 22.22.030-B: Principal Use Regulations For Industrial Zones, a Solid Fill Project is allowed within Zone M-1.5 with approval of a CUP. To be approved, a CUP must be consistent with the existing adopted General Plan, including local area and community plans, which reflect the County’s policy regarding land use, and the Los Angeles County Code Title 22 Planning and Zoning.

### **The proposed project is consistent with the adopted General Plan and Zoning Designations for the site.**

As discussed above, PA-4 is located within VCC, as previously approved by the VCC Master CUP (CUP 87-360), which allows for the grading and development of VCC. CUP 87-360 is consistent with IO General Plan Designation and the M-1.5 Zoning Designation, and all required General Plan and Zoning consistency findings were adopted at the time VCC was approved for development. A Solid Fill Project is allowed within the M-1.5 Zoning Designation with a CUP. The proposed acceptance of soil at PA-4 would bring the elevation of the graded pad up to the

elevation of adjacent Franklin Parkway, consistent with the development grades anticipated in the VCC Master CUP. Therefore, the proposed Solid Fill Project is consistent with the adopted General Plan and Zoning.

**The proposed project is compatible with surrounding land uses.**

As discussed above, PA-4 is located within VCC and the proposed acceptance of soil at PA-4 would bring the elevation of the graded pad up to the elevation of adjacent Franklin Parkway, consistent with the development grades anticipated in the VCC Master CUP. PA-4 is generally surrounded by existing industrial and manufacturing uses. The Solid Fill CUP will not impact surrounding industrial and manufacturing uses. Therefore, the proposed project is compatible with surrounding land uses.

**The proposed project will not result in any significant impacts to the environment.**

The Proposed Project qualifies for an exemption the California Environmental Quality Act (CEQA) as a Class 4 Categorical Exemption (Minor Alterations to Land) under Section 15304(c) of the CEQA Guidelines. As demonstrated in the Technical Memorandum, *Class 4 Categorical Exemption for Valencia Commerce Center Planning Area 4*, dated August 23, 2023:

- The Proposed Project involves the minor alteration of private land that does not include the removal of any trees. PA-4 has previously been disturbed and graded.
- In accordance with CEQA Guidelines Section 15304, Subsection c, the Proposed Project involves the “filling of earth into previously excavated land with material compatible with the natural features of the site.” Specifically, the Proposed Project entails the filling of earth at PA-4 by accepting soil from ongoing construction projects in the region (including, without limitation, the Metro I-5 freeway expansion project). The accepted soil would be compatible with the existing features at the site, which was previously disturbed and graded.
- The acceptance of fill at PA-4 will not result in the generation of any new truck trips because the fill will be received from ongoing construction projects that require soil export. Therefore, the truck trips associated with these soil export projects will occur regardless of whether the soil is accepted at PA-4. Providing PA-4 as another potential receptor site increases optionality and may reduce the distance that some soil export trips will need to travel compared to traveling to other available receptor sites.
- Pursuant to CEQA Guidelines Section 15300.2, no exceptions to the exemption apply.

Substantiation of Findings Under the County Code for CUPs

Pursuant to County Code Section 22.158.050, the following substantiates the findings necessary for issuance of a CUP:

**A. The requested use at the location proposed will not:**

**1. Adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area.**

Accepting soil at PA-4 from construction projects in the region would be consistent with the Master VCC CUP and would not adversely affect the health, peace, comfort or welfare of persons in the surrounding area.

The acceptance of fill at PA-4 will not result in the generation of any new truck trips because the fill will be received from ongoing construction projects that require soil export. Therefore, the truck trips associated with these soil export projects will occur regardless of whether the soil is accepted at PA-4. Providing PA-4 as another potential receptor site increases optionality and may reduce the distance that some soil export trips will need to travel compared to traveling to other available receptor sites. The Solid Fill CUP will not significantly increase traffic, air quality emission. The Proposed Project qualifies as a Class 4 Categorical Exemption (Minor Alterations to Land) under Section 15304(c) of the CEQA Guidelines. Pursuant to CEQA Guidelines Section 15300.2, no exceptions to the exemption apply. See Technical Memorandum, *Class 4 Categorical Exemption for Valencia Commerce Center Planning Area 4*, dated August 23, 2023. Therefore, the Proposed Project will not result in adverse effects to the health, peace, comfort or welfare of persons residing or working in the surrounding area

**2. Be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site.**

As described above, the Proposed Project is located within VCC and consistent with the previously approved VCC Master CUP. Accepting soil at PA-4 under the Solid Fill CUP and the ministerial revised grading plan Project will not impact surrounding industrial and manufacturing uses. As indicated above, the Proposed Project is consistent with the land use designation and requirements of the Area Plan and County Code. Therefore, the Proposed Project would not be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of PA-4.

**3. Jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.**

As described above, the Proposed Project is located within VCC and consistent with the previously approved VCC Master CUP. Accepting soil at PA-4 under the Solid Fill CUP and the ministerial revised grading plan Project will not impact surrounding industrial and manufacturing uses. The Proposed Project qualifies as a Class 4 Categorical Exemption (Minor Alterations to Land) under Section 15304(c) of the CEQA Guidelines. Pursuant to CEQA Guidelines Section 15300.2, no exceptions to the exemption apply. See Technical Memorandum, *Class 4*

*Categorical Exemption for Valencia Commerce Center Planning Area 4*, dated August 23, 2023. The Proposed Project will comply with applicable conditions and requirements under the VCC Master CUP and County Code, which, among other things, will require a soils engineer report reviewed by the Department of Public Works and implementation of a Stormwater Pollution Prevention Plan. Therefore, the Proposed Project would not jeopardize, endanger or otherwise constitute a menace to the public health, safety, or general welfare.

**B. The proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in this Title 22, or as is otherwise required in order to integrate said use with the uses in the surrounding area.**

No development is currently proposed for PA-4. The Solid Fill CUP and ministerial revised grading plan are consistent with the consistent with the previously approved VCC Master CUP. Therefore, the Proposed Project is consistent with the uses in the surrounding area.

**C. That the proposed site is adequately served:**

**1. By highways or streets of sufficient width, and improved as necessary to carry the kind and quantity of traffic such use would generate.**

No development is currently proposed for PA-4. The Solid Fill CUP and ministerial revised grading plan are consistent with the consistent with the previously approved VCC Master CUP.

A Truck Haul Route Analysis was conducted by Stantec Consulting Services Inc for the Proposed Project (see Technical Memorandum, *Class 4 Categorical Exemption for Valencia Commerce Center Planning Area 4*, dated August 10, 2023). The acceptance of fill at PA-4 will not result in the generation of any new truck trips because the fill will be received from ongoing construction projects that require soil export. Therefore, the truck trips associated with these soil export projects will occur regardless of whether the soil is accepted at PA-4. The Truck Haul Route Analysis determined that the addition of up to 35 truck trips per hour would have a negligible effect on the intersection capacity. The truck trips would not adversely affect the capacity of Franklin Parkway or the intersection of Wolcott Way and SR 126, each of which currently operate well under capacity. Accordingly, the acceptance of soil at PA-4 would not significantly impact local roadways. Therefore, PA-4 is adequately served by highways or streets of sufficient width.

**2. By other public or private service facilities as are required.**

No development is currently proposed for PA-4. The Solid Fill CUP and ministerial revised grading plan are consistent with the consistent with the previously approved VCC Master CUP. The Proposed Project would not increase demand on utilities, water supply or sewer, or other public services facilities (see Technical Memorandum, *Class 4 Categorical Exemption for Valencia Commerce Center Planning Area 4*, dated August 23, 2023). Therefore, PA-4 is adequately served by service facilities.



## PROPOSED ENVIRONMENTAL DETERMINATION

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**DETERMINATION DATE:** March 5, 2025  
**PROJECT NUMBER:** 87-360-(5)  
**PERMIT NUMBER:** CUP RPPL2023005350  
**SUPERVISORIAL DISTRICT:** 5  
**PROJECT LOCATION:** Franklin Parkway and Commerce Center Drive,  
Santa Clarita  
**OWNER:** Alex Herrell  
**APPLICANT:** Hunsaker Associates  
**CASE PLANNER:** Jodie Sackett, Senior Planner  
jsackett@planning.lacounty.gov

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Los Angeles County ("County") completed an initial review for the above-mentioned project. Based on examination of the project proposal and the supporting information included in the application, the County proposes that a Class 4 Categorical Exemption (Minor Alteration to Private Land) is the appropriate environmental documentation under the California Environmental Quality Act ("CEQA") and qualifies pursuant to State CEQA Guidelines section 15304(c), because the proposed Project involves the "filling of earth into previously excavated land with material compatible with the natural features of the site." The Project Site was previously partially graded, and the proposed Project does not involve the removal of healthy, mature or scenic trees.

The proposed project is a request for a Solid Fill CUP to allow up to 1.35 million cubic yards ("mcy") of earthwork (all imported to site) to be accepted from construction projects in the region to a previously 33.3-acre disturbed area identified as a "borrow site" on the approved Valencia Commerce Center ("VCC") Parcel Map 26363 ("PM 26363") rough grading plan ("Project"). The site is referred to as Planning Area 4 ("PA-4") within the VCC. The VCC was previously approved by Los Angeles County under Master CUP 87-360 for the development of a commercial and light industrial business complex located near the intersection of Commerce Center Drive and Hasley Canyon Road in unincorporated Santa Clarita. PA-4 is an approximately 33.3-acre graded area and is part of a larger parcel which lies north of SR-126 and Castaic Creek, west of Commerce Center Drive, and south of Franklin Parkway in the VCC.

The acceptance of fill at PA-4 will not result in the generation of any new truck trips because the fill will be received from ongoing construction projects that require soil export, including the Los Angeles County Metropolitan Transportation Authority ("Metro") I-5 freeway

expansion project, which was covered by a certified Environmental Impact Report (SCH #2007051028). Therefore, the truck trips and emissions associated with these soil export projects, including the Metro I-5 project, will occur regardless of whether the soil is accepted at PA-4.

The Project is not on a list maintained by the California Department of Toxic Substance Control and the Regional Water Quality Control Board and does not contain any registered historic resources. The Project is also not located near a scenic highway. There is no reasonable possibility that the activity will have a significant effect on the environment due to location, unusual circumstances, nor cumulative impacts. The Project's location would not impact an environmental resource of hazardous or critical concern that has been designated, precisely mapped, or officially adopted by a federal, state, or local agency. The Project is not associated with successive projects of the same type in the same place that over time could cause a cumulatively considerable impact. The Project Site has been previously partially graded and does not involve characteristics that are unusual for the Class 4 Exemption. Therefore, there are no applicable exceptions to the Class 4 Exemption and the Project is categorically exempt.

Attached is the September 4, 2024 technical memo for more information.

# MEMORANDUM

**To:** Jodie Sackett, Senior Planner, Department of Regional Planning, Subdivisions  
**From:** William Halligan, Esq., Senior Director/Sr. Environmental Counsel, Harris & Associates  
**RE:** Class 4 Categorical Exemption for Valencia Commerce Center Planning Area 4  
**Date:** September 4, 2024

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The following memorandum documents the applicability of a Class 4 Categorical Exemption in compliance with Section 15304(c) the California Environmental Quality Act (CEQA) Guidelines for a Solid Fill Conditional Use Permit (CUP) for Valencia Commerce Center Planning Area 4 (PA-4), an approximately 33.3-acre previously graded area (Proposed Project). PA-4 is located in unincorporated Los Angeles County, west of Commerce Center Drive, generally bounded by Franklin Parkway to the north and west, Castaic Creek to the south, and the Logix office building to the east (Project Site). See Figure 1 for a depiction of PA-4.

## Project Description

The Proposed Project is a request for a Solid Fill CUP, including a revision to the approved rough grading plan, to allow acceptance of approximately 1.35 million cubic yards (mcy) of dirt at PA-4, identified as a borrow site on the approved PM 26363 rough grading plan. The borrow site is located outside the boundary of PM 26363 but was included as an offsite improvement on the PM 26363 rough grading plan. PA-4 is approved for development under Master CUP 87-360.<sup>1</sup>

The acceptance of fill at PA-4 will not result in the generation of any new truck trips because the fill will be received from ongoing construction projects that require soil export. Therefore, the truck trips associated with these soil export projects, including the Metro I-5 construction project, will occur regardless of whether the soil is accepted at PA-4. Providing PA-4 as another potential receptor site increases optionality and may reduce the distance that some soil export trips will need to travel compared to traveling to other available receptor sites.

The proposed grading plan revision is consistent with the development approved by CUP 87-360 and would allow for the acceptance of soil (up to 1.35 mcy) from ongoing construction projects in the region, including, without limitation, the Metro I-5 freeway expansion project currently under construction. Previously constructed bank stabilization improvements (installed as part of the PM 26363 development) are already in place to protect the proposed grading from the adjacent Castaic Creek.<sup>2</sup> The Metro I-5 project is the only reasonably foreseeable project at this time that is anticipated to deposit fill at PA-4. The Metro I-5 project was covered by a certified EIR (SCH #2007051028). While other currently unknown source sites may occur in the future, it would be speculative to consider any unknown source sites at this time. It is anticipated that any future source sites would be subject to CEQA. Accepted fill will be compatible with the existing features at the site by applying the performance standards for import fill material review and quality control testing, including field observation, detailed in Attachment 3, ENGeo, Imported Fill Compatibility with PA 4 Site, August 16, 2024 (“ENGeo Memo”). The ENGeo

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<sup>1</sup> Valencia Commerce Center Environmental Impact Report, SCH No. 87-123005, 1991, covered Master CUP 87-360.

<sup>2</sup> An existing storm drain on PA4 would be reconstructed as part of the proposed project.

Memo explains that compatibility will be maintained by following Department of Toxic Substances Control (DTSC) Information Advisory for Clean Imported Fill Material (available at <https://dtsc.ca.gov/information-advisory-clean-imported-fill-material-fact-sheet/>) and having the project's registered engineer review results of analytical testing for comparison with environmental screening levels prior to bringing the import material to the site pursuant to said Advisory. The ENGEO Memo concludes that "import fill materials for PA4 must be of similar composition to the on-site soil material."

## Categorical Exemption

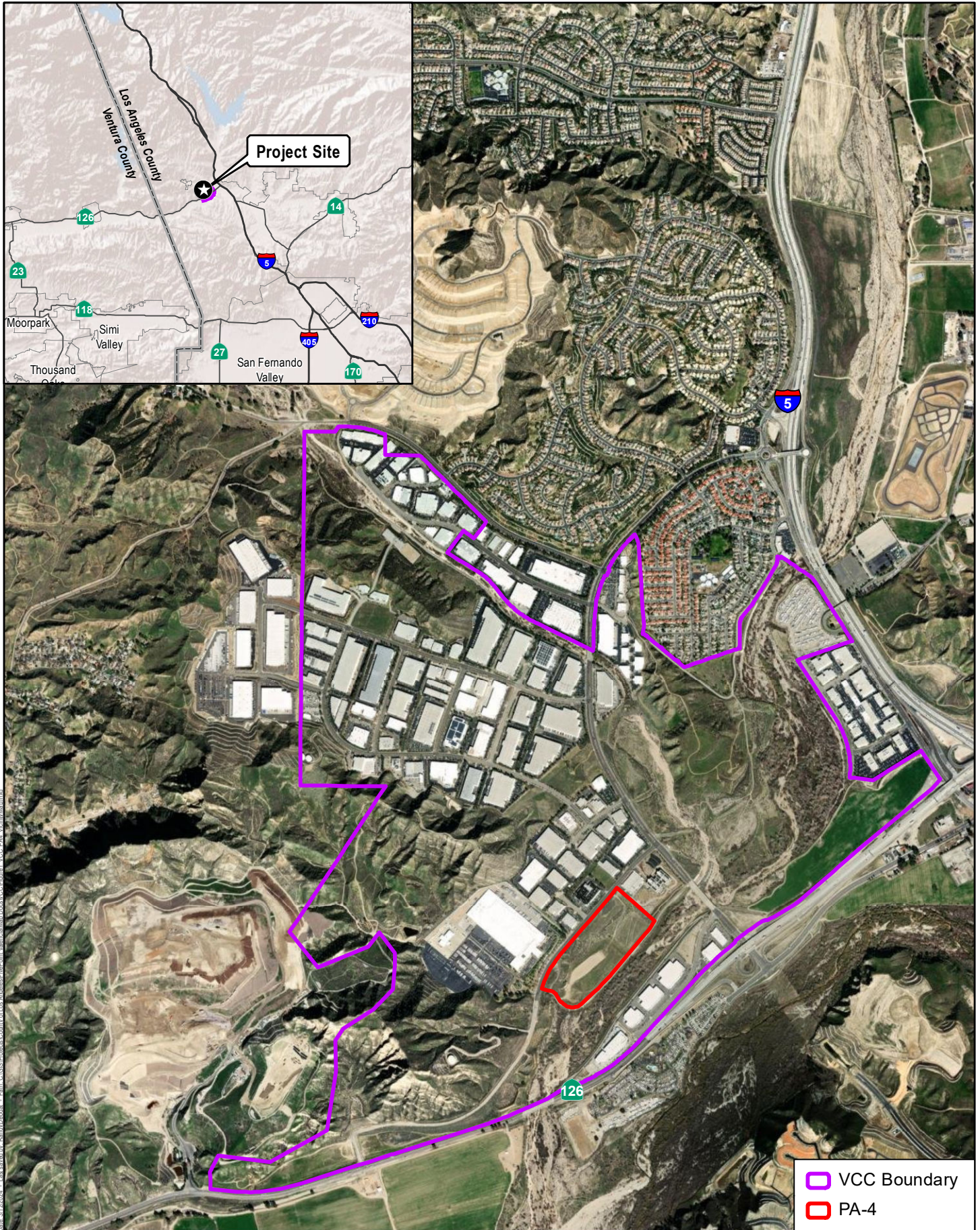
CEQA Guidelines, Section 15300, includes a list of classes of projects that have been determined not to have a significant effect on the environment and are exempt from the provisions of CEQA.

Per CEQA Guidelines, Section 15304, Class 4 consists of minor public or private alteration in the condition of land, water, and/or vegetation which do not involve removal of healthy, mature, scenic trees except for forestry or agricultural purposes. Examples include but are not limited to:

- a. Grading on land with a slope of less than 10 percent, except that grading shall not be exempt in a waterway, in any wetland, in an officially designated (by federal, state, or local government action) scenic area, or in officially mapped areas of severe geologic hazard such as an Alquist-Priolo Earthquake Fault Zone or within an official Seismic Hazard Zone, as delineated by the State Geologist.
- b. New gardening or landscaping, including the replacement of existing conventional landscaping with water efficient or fire resistant landscaping.
- c. Filling of earth into previously excavated land with material compatible with the natural features of the site;
- d. Minor alterations in land, water, and vegetation on existing officially designated wildlife management areas or fish production facilities which result in improvement of habitat for fish and wildlife resources or greater fish production;
- e. Minor temporary use of land having negligible or no permanent effects on the environment including carnivals, sales of Christmas trees, etc;
- f. Minor trenching and backfilling where the surface is restored;
- g. Maintenance dredging where the spoil is deposited in a spoil area authorized by all applicable state and federal regulatory agencies;
- h. The creation of bicycle lanes on existing rights-of-way.
- i. Fuel management activities within 30 feet of structures to reduce the volume of flammable vegetation, provided that the activities will not result in the taking of endangered, rare, or threatened plant or animal species or significant erosion and sedimentation of surface waters. This exemption shall apply to fuel management activities within 100 feet of a structure if the public agency having fire protection responsibility for the area has determined that 100 feet of fuel clearance is required due to extra hazardous fire conditions.

As detailed below, the Proposed Project qualifies under Section 15304(c) as a minor alteration to private land that entails the filling of earth into previously excavated land with material compatible with the natural features of the previously graded site, which does not involve removal of healthy, mature or scenic trees. As described below, pursuant to CEQA Guidelines Section 15300.2, no exceptions to the exemption apply.





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## Categorical Exemption Applies to Project

CEQA Guidelines, Section 15304 (Class 4, Minor Alterations to Land) applies to the Proposed Project for the following reasons:

- a. The Proposed Project involves the minor alteration of private land that does not include the removal of any trees. PA-4 has previously been disturbed and graded in accordance with Grading Permit (GR 0820 0710100001) for Parcel Map 26363.
- b. In accordance with Section 15304, Subsection c, the Proposed Project involves the “filling of earth into previously excavated land with material compatible with the natural features of the site.” Specifically, the Proposed Project entails the filling of earth at PA-4 by accepting soil from ongoing construction projects in the region (including, without limitation, the Metro I-5 freeway expansion project). The Metro I-5 project is the only reasonably foreseeable project at this time that is anticipated to deposit fill at PA-4. The Metro I-5 project was covered by a certified EIR (SCH #2007051028). While other currently unknown source sites may occur in the future, it would be speculative to consider any unknown source sites at this time. It is anticipated that any future source sites would be subject to CEQA. The accepted soil would be compatible with the existing features at the site, which was previously disturbed and graded. Accepted fill will be compatible with the existing features at the site by applying the performance standards for import fill material review and quality control testing, including field observation, detailed in Attachment 3, ENGEO, Imported Fill Compatibility with PA 4 Site, July 12, 2024 (“ENGEO Memo”). The ENGEO Memo explains that compatibility will be maintained by following Department of Toxic Substances Control (DTSC) Information Advisory for Clean Imported Fill Material (available at <https://dtsc.ca.gov/information-advisory-clean-imported-fill-material-fact-sheet/>) and having the project’s registered engineer review results of analytical testing for comparison with environmental screening levels prior to bringing the import material to the site pursuant to said Advisory. The ENGEO Memo concludes that “import fill materials for PA4 must be of similar composition to the on-site soil material.”

## No Exceptions to the Exemption Apply

There are general exceptions to the Class 4 exemption depending on the nature or location of the project, pursuant to CEQA Guidelines Section 15300.2. As described below, none of the following exceptions apply to the Project.

- a. **Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located -- a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.**

PA-4 has already been disturbed and graded pursuant to Grading Permit (GR 0820 0710100001) for Parcel Map 26363 and therefore does not involve a particularly sensitive environment. The location of the Proposed Project would not impact an environmental resource of hazardous or critical concern that has been designated, precisely mapped, or officially adopted pursuant to law by federal, state, or local agencies. This exception does not apply.

- b. **Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.**

The Project is consistent with development authorized under Master CUP 87-360 and would not conflict with land use and zoning designations for the Project Area. The Proposed Project is not associated with successive projects of the same type in the same place that over time could cause a cumulatively considerable impact. Therefore, this exception does not apply.

c. **Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.**

As discussed below, no significant impacts due to unusual circumstances are associated with the Proposed Project.

As a threshold matter, there are no unusual circumstances that apply to PA-4. PA-4 has been previously graded. The Proposed Project does not involve characteristics that are unusual for the Class 4 exemption.

In addition, although no unusual circumstances apply, for informational purposes only, the following assessment considers whether there is a reasonable possibility that the Proposed Project would cause a significant impact.

The Proposed Project is consistent with Master CUP 87-360, which allowed for the development of the Valencia Commerce Center, including PA-4, and was previously disturbed and graded. Therefore, the Project would not cause new environmental impacts associated with the disturbance of the land, such as to sensitive habitat or biological resources. The Project also would continue to be bound by the Grading Permit and related requirements, such as the Storm Water Pollution Prevention Plan, and therefore would not significantly impact water quality. Further, the Proposed Project would not increase demand on utilities, water supply or sewer, or other public services facilities.

Although no unusual circumstances apply, for informational purposes only, specific assessments of traffic and air quality were prepared, summarized as follows:

**Traffic:** A Truck Haul Route Analysis was conducted by Stantec Consulting Services Inc (see Attachment 1) for the Project. The acceptance of fill at PA-4 will not result in the generation of any new truck trips because the fill will be received from ongoing construction projects that require soil export. Therefore, the truck trips associated with these soil export projects will occur regardless of whether the soil is accepted at PA-4. In fact, providing PA-4 as a potential receptor site increases optionality may reduce the distance that some soil export trips will need to travel compared to other available receptor sites. The Metro I-5 project is located near PA-4. Metro has expressed the desire to dispose of fill from the I-5 project at PA-4 because PA-4 is a closer site than other disposal sites in the region. Therefore, PA-4 would reduce truck trip lengths for Metro to export soil from the I-5 project compared to other regional disposal options. The purpose of this analysis is to assess whether the acceptance of soil at PA-4 from such existing truck trips would impact local roadways in close proximity to PA-4.

The analysis was conducted with the assumption that approximately 1.35 mcy of fill material would be accepted at PA-4 over a period of approximately 3 years.<sup>3</sup> The study found that assuming the haul truck operations occur for an average of 300 days per year for a duration of 3 years, 230 truck trips per day would result (115 inbound and 115 outbound) on average. Daily activity would vary, and a maximum daily number of truck trips would not exceed 350 truck trips per day (1.5 times the average). For analysis purposes, a maximum of 350 truck trips per day from construction projects in the region were assumed yielding approximately 35 truck trips per hour based on a 10-hour workday (approximately 17 to 18 inbound trucks and 17 to 18 outbound trucks per hour). This equates to approximately 1 truck entering and leaving the site every 3 to 4 minutes on average. The haul trucks would utilize SR 126 from I-5 and exit via an existing right-turn at Wolcott Way utilizing an existing dedicated deceleration/right-turn lane. From Wolcott Way, trucks would proceed onto Franklin Parkway and enter the site via an existing right-turn from Franklin Parkway.

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<sup>3</sup> Actual duration of accepting soil at PA4 may take longer depending on the availability of export for ongoing construction projects in the region.



Empty trucks would exit the site via an existing left-turn onto Franklin Parkway and return to SR 126 via an existing protected left-turn at the signalized intersection at Wolcott Way.

Franklin Parkway is an existing 2-lane roadway that currently carries approximately 6,000 average daily trips (ADT) and the addition of up to 350 truck trips per day would have a negligible effect on the roadway capacity, which is approximately 12,000 ADT. The existing intersection of Wolcott Way at SR 126 currently operates at LOS A with AM and PM peak hour utilization ratios 0.44 and 0.49, respectively. The addition of up to 35 truck trips per hour would have a negligible effect on the intersection capacity. The truck trips would not adversely affect the capacity of Franklin Parkway or the intersection of Wolcott Way and SR 126, each of which currently operate well under capacity. Accordingly, the acceptance of soil at PA4 would not significantly impact local roadways. See Attachment 1 for additional details.

**Air Quality:** As noted above, the acceptance of fill at PA-4 will not cause any new truck trips because the fill will be received from ongoing construction projects that already require soil export (and the emissions associated with such soil export). Therefore, the emissions associated with these soil export projects will occur regardless of whether the soil is accepted at PA-4. Providing PA-4 as another potential receptor site increases optionality and may reduce the distance that some soil export trips will need to travel compared to traveling to other available receptor sites. Nonetheless, an Air Quality Memorandum was prepared by Ramboll for the Project (see Attachment 2). The purpose of the analysis was to assess whether the acceptance of soil at PA-4 from such existing truck trips would cause air quality emissions associated with truck trip travel along local roadways in close proximity to PA-4. These emissions were compared to the AQMD mass daily construction Significance Thresholds. The analysis showed that the hauling activity would be less than the adopted thresholds of significance.

For regional mass emissions, Ramboll estimated the daily emissions that would be generated by hauling trucks carrying soil to PA-4. These emissions were compared to the AQMD mass daily construction Significance Thresholds.<sup>4</sup> The hauling activity associated with the proposed soil acceptance will not exceed the AQMD's mass daily construction significance thresholds. Therefore, regional emissions resulting from the proposed soil acceptance will be less than significant.

Ramboll also conducted a Localized Significance Threshold ("LST") analysis to assess whether the hauling activity may have localized impacts near the Project. This analysis was conducted to assess the localized air quality impacts of the hauling trucks closer to the Project. The hauling activity associated with the proposed soil acceptance will not exceed the LST thresholds for the applicable Source Receptor Area (SRA). Therefore, local emissions resulting from the proposed soil acceptance would be less than significant.

Accordingly, the acceptance of soil at PA4 would not significantly impact local air quality. See Attachment 2 for additional details.

- d. Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.**

The California State Scenic Highway System Map does not designate any state scenic highways within the vicinity of PA-4. Therefore, this exception does not apply.

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<sup>4</sup> Available at: <https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25>. Accessed: July 2023.

- e. Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.**

EnviroStor is the Department of Toxic Substances Control’s (DTSC’s) online data management system for tracking cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites with known or suspected contamination issues, pursuant to Section 65962.5 of the Government Code. The EnviroStor database was reviewed to determine if any hazardous waste sites are located within PA-4. It was determined that no hazardous waste sites are located within PA-4. Therefore, this exception does not apply.

- f. Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.**

PA-4 was reviewed in both the 1991 VCC EIR and the 2006 PM 26363 MND for historic resources. The 1991 VCC EIR evaluated impacts to cultural resources and the 2006 PM 26363 MND evaluated impacts with regard to archaeological, historical, and paleontological resources. As PA-4 is fully disturbed and the Proposed Project would not increase the disturbance area beyond what was already disturbed by approved Grading Permit, impacts to cultural resources would not be significant. Additionally, PA-4 has already been graded and no structures are located on-site. As a result, the Project will not result in any adverse change in the significance of a historical resource.

## Conclusion

For the reasons stated above, the Proposed Project meets all conditions required for a Class 4 Categorical Exemption under CEQA.

## Attachments

1. Traffic Technical Memo
2. Air Quality Technical Memo
3. Fill Compatibility for PA-4 Technical Memo

## References

- California, State of. Accessed July 2023. California State Scenic Highway System Map.
- California Environmental Quality Act (Public Resources Code Sections 21000—21189).
- California Environmental Quality Act Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Sections 15000—15387).
- Department of Toxic Substances (DTSC). Accessed July 2023. EnviroStor Database. [http://www.https://www.envirostor.dtsc.ca.gov/public/map/?global\\_id=60000660](http://www.https://www.envirostor.dtsc.ca.gov/public/map/?global_id=60000660).
- ENGEO. August 16, 2024. Imported Fill Compatibility with PA 4 Site
- Los Angeles, County of. September 1991. Valencia Commerce Center Environmental Impact Report.
- Los Angeles, County of. July 2006. PM 26363 Mitigated Negative Declaration.
- Ramboll. July 2023. Valencia Commerce Center Planning Area 4- Air Quality Impacts for Proposed Soil Receptor Site.
- Stantec Consulting Services Inc. August 2024. Valencia Commerce Center Planning Area 4 – Analysis of Accepting Soil from Construction Projects in the Region.

## Attachment 1 – Traffic Technical Memo

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To: Alex Herrell  
FivePoint

From: Daryl Zerfass  
Irvine

Project/File: 2042604600

Date: August 6, 2024

---

**Reference: Valencia Commerce Center Planning Area 4 - Analysis of Accepting Soil from Construction Projects in the Region**

The purpose of this memo is to address the truck trips associated with the planned acceptance of fill material to Planning Area 4 of the Valencia Commerce Center, located in unincorporated Los Angeles County just north of State Route 126 (SR 126) and just west of Interstate 5 (I-5), in the Santa Clarita Valley.

Valencia Commerce Center Planning Area 4 is located in the area generally bounded by Franklin Parkway to the north and west, the Castaic Creek to the south, and the Logix office building to the east. Approximately 1.35 million cubic yards (CY) of fill material from construction projects in the region, such as Metro's I-5 North County Enhancement Project in Santa Clarita (see **Figure 1** for location), will be accepted at the site over a period of approximately 3 years. The period for accepting fill material may be longer depending on availability of soil from construction projects in the region.

The acceptance of fill at Planning Area 4 will not cause any new truck trips because the fill will be received from ongoing construction projects that already require soil export (and the truck trips associated with such soil export). Therefore, the truck trips associated with these soil export projects will occur regardless of whether the soil is accepted at Planning Area 4. In fact, providing Planning Area 4 as another potential receptor site increases optionality and may reduce the distance that some soil export trips will need to travel compared to traveling to other available receptor sites. The purpose of this analysis is to assess whether the acceptance of soil at Planning Area 4 from such existing truck trips would impact local roadways in close proximity to Planning Area 4.

A typical haul truck can carry up to 14 CY of material. Assuming an average of 13 CY per truck, 1.35 MCY would equate to approximately 103,850 truck trips each way (i.e., 103,850 inbound loaded trucks trips and 103,850 outbound empty truck trips), for a total of 207,700 truck trips over 3 years.

Assuming the haul truck activities equate to soil being accepted at Planning Area 4 from construction projects in the region for an average of 300 days per year for a duration of 3 years equates to approximately 230 truck trips per day (115 inbound and 115 outbound) on average. Daily activity would vary, and a maximum daily number of truck trips from construction projects in the region is not expected to exceed 350 truck trips per day (1.5 times the average).

For analysis purposes, a maximum of 350 truck trips per day from construction projects in the region has been assumed. This equates to in approximately 35 truck trips per hour based on a 10-hour workday (approximately 17 to 18 inbound trucks and 17 to 18 outbound trucks per hour). This equates to approximately 1 truck entering and leaving the site every 3 to 4 minutes on average.

**Reference: Valencia Commerce Center Planning Area 4 - Truck Haul Route Analysis**

The origin of the import material is anticipated to be from east of the site. As shown in the attached **Figure 2**, the haul trucks would utilize SR 126 from I-5 and exit via a right-turn at Wolcott Way utilizing a dedicated deceleration/right-turn lane. From Wolcott Way, trucks would proceed onto Franklin Parkway and enter the site via a right-turn from Franklin Parkway. Empty trucks would exit the site via a left-turn onto Franklin Parkway and return to SR 126 via a protected left-turn at the signalized intersection at Wolcott Way.

Franklin Parkway is a 2-lane roadway that currently carries approximately 6,000 average daily trips (ADT)<sup>1</sup> and the addition of up to 350 truck trips per day would have a negligible effect on the roadway capacity, which is approximately 12,000 ADT. The intersection of Wolcott Way at SR 126 currently operates at LOS A with AM and PM peak hour utilization ratios of 0.44 and 0.49, respectively.<sup>2</sup> The addition of up to 35 truck trips per hour would have a negligible effect on the intersection capacity.

In conclusion, to accept up to 1.35 MCY at Planning Area 4, the haul truck activity would equate to approximately 103,850 truck trips each way from construction projects in the region (103,850 inbound loaded truck trips and 103,850 outbound empty truck trips), for a total of 207,700 truck trips from construction projects in the region over a period of approximately 3 years. The number of truck trips per day would vary and would average approximately 230 truck trips per day with a maximum of approximately 350 truck trips per day from construction projects in the region. These truck trips would not adversely affect the capacity of Franklin Parkway or the intersection of Wolcott Way and SR 126, each of which currently operate well under capacity.

Sincerely,

**STANTEC CONSULTING SERVICES INC.**

**Daryl Zerfass** PE, PTP  
Principal, Transportation Planning & Traffic Engineering  
Phone: (949) 302-8995  
daryl.zerfass@stantec.com

Attachments: Figure 1 – Haul Material Source Location  
Figure 2 – Haul Route

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<sup>1</sup> Westside Santa Clarita Valley Roadway Phasing Analysis – 2022 Update, Stantec, May 2023.

<sup>2</sup> Ibid.





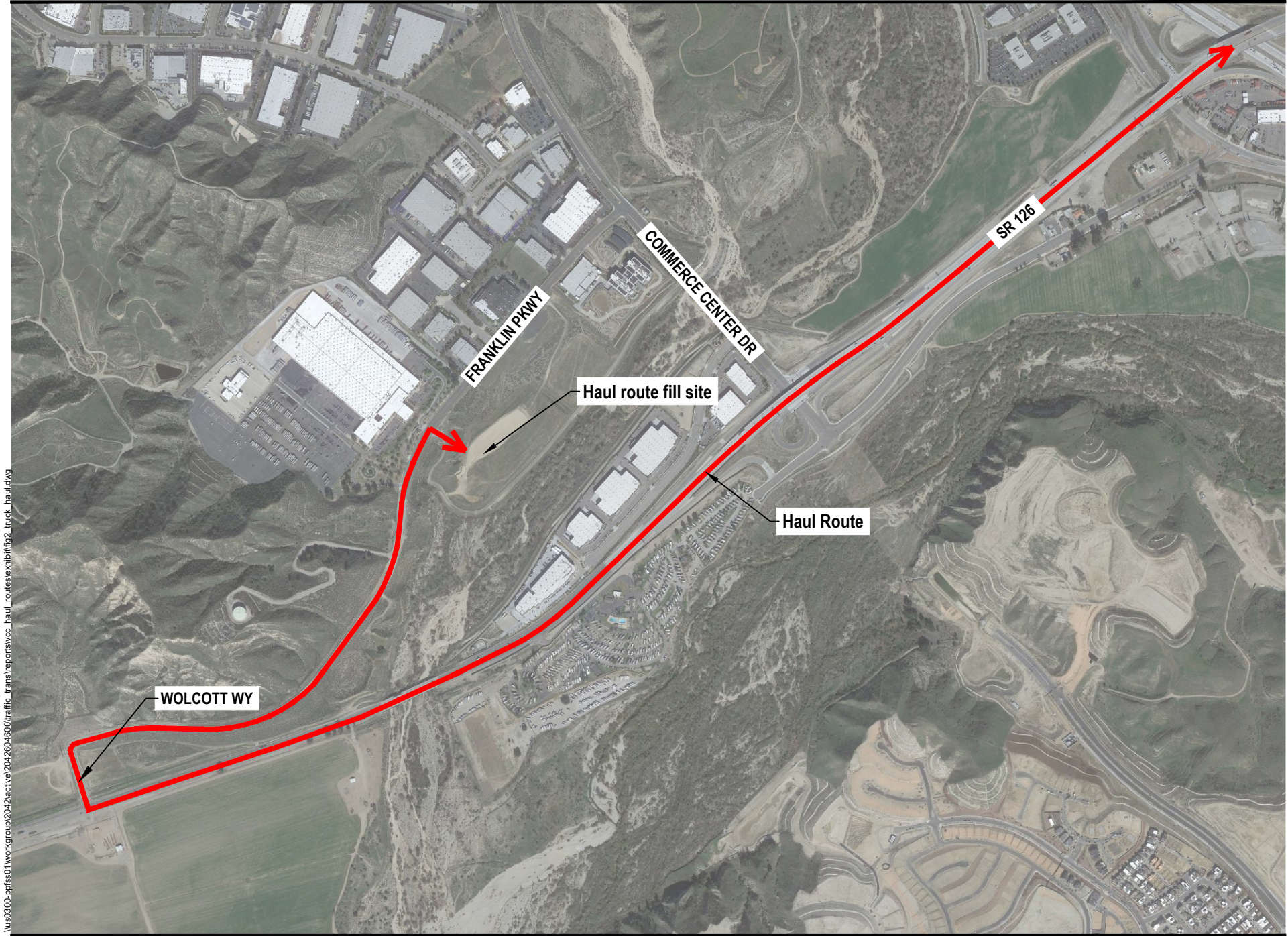
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**Figure 1**

Haul Material Source Location







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**Figure 2**  
Haul Route



## Attachment 2 – Air Quality Technical Memo

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# MEMORANDUM

To: The Newhall Land and Farming Company

From: Eric C. Lu, Ramboll

Subject: **VALENCIA COMMERCE CENTER PLANNING AREA 4 – AIR QUALITY IMPACTS FOR PROPOSED SOIL RECEPTOR SITE**

The Proposed Project is a request for a Solid Fill Conditional Use Permit (CUP) to allow up to 1.35 million cubic yards (mcy) of dirt to be accepted from construction projects in the region to a previously disturbed area identified as a borrow site on the approved PM 26363 rough grading plan. The site is located outside the boundary of PM 26363 but was included as an offsite improvement on the PM 26363 rough grading plan.

The site is part of a future phase of the Valencia Commerce Center (VCC)<sup>1</sup> referred to as Planning Area 4 (PA-4). PA-4 is an approximately 34.8-acre graded area and is part of a larger parcel which lies north of SR-126 and Castaic Creek, west of Commerce Center Drive, and south of Franklin Parkway in the Valencia Commerce Center.

The Valencia Commerce Center including PA-4 is approved for development under Master CUP 87-360. The proposed CUP is consistent with the development approved by Master CUP 87-360, which had already planned for development of PA-4. The proposed CUP would allow for the acceptance of soil from ongoing construction projects in the region.

The acceptance of fill at PA-4 will not cause any new truck trips because the fill will be received from ongoing construction projects that already require soil export (and the emissions associated with such soil export). Therefore, the emissions associated with these soil export projects will occur regardless of whether the soil is accepted at PA-4. In fact, providing PA-4 as another potential receptor site increases optionality and may reduce the distance that some soil export trips will need to travel compared to traveling to other available receptor sites. The purpose of this analysis is to assess whether the acceptance of soil at PA-4 from such existing truck trips would cause air quality emissions associated with truck trip travel along local roadways in close proximity to PA-4.

August 1, 2023

Ramboll  
5 Park Plaza  
Suite 500  
Irvine, CA 92614  
USA

T +1 949 261 5151  
F +1 949 261 6202

[www.ramboll.com](http://www.ramboll.com)

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<sup>1</sup> VCC was approved for development by Los Angeles County in 1991 through the certification of an Environmental Impact Report (EIR; SCH No. 1987123005).

In this memorandum, Ramboll analyzes the air quality impacts that would result from the proposed CUP involving the acceptance of soil at PA-4 from other projects east of the site. The analysis compares these results to the South Coast Air Quality Management (AQMD) mass regional and local air quality significance thresholds. The analysis shows that air quality impacts from accepting the soil at PA 4 will be less than the significance thresholds. The methodology and results for this analysis are summarized below.

### Regional Mass Emissions

Ramboll estimated the daily emissions that would be generated by hauling trucks carrying soil in proximity to the VCC PA-4 site from locations east of the site. These emissions were compared to the AQMD mass daily construction Significance Thresholds.<sup>2</sup> As demonstrated in **Table 1**, emissions from the hauling activity associated with the proposed soil imports will not exceed the AQMD’s mass daily construction Significance Thresholds. Therefore, regional emissions resulting from the proposed soil acceptance will be less than significant.

Key assumptions in this analysis included:

- Haul trucks were assumed to be Class 8 diesel-fueled trucks
- Hauling activity was conservatively assumed to be 350 truck trips per day<sup>3</sup>
- Hauling trip lengths were estimated as the distance from I-5 to the VCC PA-4 planning site to account for the truck route specific to PA-4 since detailed truck routes may not have been included in general analyses of truck export trips associated with the soil export construction projects in the region.<sup>4</sup>
- Mobile emission factors were estimated using CARB’s on-road emissions model EMFAC v.1.0.2<sup>5</sup> with the following additional model inputs:
  - Calendar Year: 2023
  - Region: South Coast Air Basin
  - Model Year: Aggregate
  - Speed: Aggregate
- Fugitive road dust emissions were estimated using US EPA’s AP-42 Compilation of Air Emission Factors for paved roads.<sup>6</sup>

### Localized Air Quality Evaluation

Ramboll conducted a Localized Significance Threshold (“LST”) analysis to assess whether the hauling activity may have localized impacts near the VCC Project. This analysis was conducted to assess the localized air quality impacts of the hauling trucks in proximity to the VCC Project. Thus, in this analysis,

<sup>2</sup> Available at: <https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25>. Accessed: July 2023.

<sup>3</sup> Per a memo generated by the project’s traffic consultant Stantec, the acceptance of up to 1.35 mcy of fill over a 3-year period would equate to an average of 230 truck trips per day and a maximum of 350 truck trips per day from construction projects in the region. Ramboll’s analysis conservatively assumes 350 truck trips per day.

<sup>4</sup> Per a memo generated by the project’s traffic consultant Stantec, the soil material is anticipated to originate from east of the PA-4 site from construction projects in the region. Thus, to access the site haul trucks would need to utilize SR 126 from I-5, exit at Wolcott Way, and proceed onto Franklin Way.

<sup>5</sup> Available at: <https://arb.ca.gov/emfac/emissions-inventory>. Accessed: July 2023.

<sup>6</sup> Available at: [https://www3.epa.gov/ttn/chief/old/ap42/ch13/s021/final/c13s02-1\\_2002.pdf](https://www3.epa.gov/ttn/chief/old/ap42/ch13/s021/final/c13s02-1_2002.pdf). Accessed: July 2023.

Ramboll compared the daily hauling emissions estimated in Table 1 to the LST mass-rate thresholds<sup>7</sup> for Source Receptor Area ("SRA") 13, where VCC PA-4 is located.

As demonstrated in **Table 2**, emissions from the hauling activity associated with accepting the proposed soil from projects in the region will not exceed the LST thresholds for the applicable SRA. Therefore, local emissions resulting from accepting the proposed soil will be less than significant.

Key assumptions in this analysis included:

- Project size was conservatively assumed to be one acre since this is associated with the most stringent LST threshold. The total area of the haul route from the I-5 to the VCC PA-4 site is greater than one acre.
- Receptor distance was conservatively assumed to be 25 meters since this is associated with the most stringent LST threshold.

---

<sup>7</sup> Available at: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2>. Accessed: July 2023.

**TABLES**

**Table 1. Mass Daily Emissions for Proposed Hauling Activity**

Planning Area 4, Valencia Commerce Center  
 Los Angeles County, California

	Maximum Daily On-Site Emissions (lbs/day)					
	NO <sub>x</sub>	VOC	PM <sub>10</sub>	PM <sub>2.5</sub>	SO <sub>x</sub>	CO
Mobile Emissions from Proposed Hauling Activity <sup>1</sup>	10.20	0.30	0.36	0.16	0.04	4.05
Entrained Road Dust Emissions from Proposed Hauling Activity <sup>2</sup>	--	--	0.76	0.19	--	--
Total Daily Emissions from Proposed Hauling Activity <sup>3</sup>	10.20	0.30	1.12	0.35	0.04	4.05
South Coast AQMD Mass Daily Thresholds for Construction <sup>4</sup>	100	75	150	55	150	550
<b>Would Proposed Hauling Activity Exceed Thresholds?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Constants for Exhaust Emissions:

Maximum Daily Hauling Truck Activity<sup>5</sup> 350 trips/day  
 Hauling Truck Trip Length<sup>6</sup> 3.32 miles/trip

Constants for Entrained Road Dust Emissions:

	PM <sub>10</sub>	PM <sub>2.5</sub>	
Particle Size Multiplier <sup>7</sup>	1.00	0.25	g/VMT
Silt Loading Factor <sup>8</sup>	0.10	0.10	g/m <sup>2</sup>
Mean Vehicle Weight <sup>8</sup>	2.40	2.40	tons
Number of "Wet" Days <sup>8</sup>	16	16	days

Notes:

<sup>1</sup> Mobile emissions from proposed hauling are estimated using emission factors from CARB's onroad emissions model, EMFAC2021 v.1.0.2, the daily hauling truck activity, and the hauling trip length. Emissions presented here are inclusive of running exhaust emissions, idling emissions, starting emissions, and emissions from tire wear and brake wear. For the EMFAC2021 model run, hauling vehicles are assumed to be diesel-fueled heavy heavy duty trucks operating within the South Coast Air Basin in Calendar Year 2023.

<sup>2</sup> Fugitive road dust emissions from proposed hauling activity are estimated using equations and constants from the EPA AP-42 Compilation of Air Emission Factors, Section 13.2.1-1: Paved Roads. Available at: [https://www.epa.gov/sites/default/files/2020-10/documents/13.2.1\\_paved\\_roads.pdf](https://www.epa.gov/sites/default/files/2020-10/documents/13.2.1_paved_roads.pdf).

<sup>3</sup> Total daily emissions are estimated as the sum of mobile emissions, including exhaust emissions and emissions from brake and tire wear, and entrained road dust emissions.

<sup>4</sup> South Coast AQMD thresholds are available at: <https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25>.

<sup>5</sup> Daily hauling truck activity was provided by the project traffic consultant in July 2023.

<sup>6</sup> Hauling truck trip length is estimated as the distance from I-5 to the VCC PA-4 site.

<sup>7</sup> Particle size multiplier values are from EPA AP-42, Table 13.2.1-1. Available at: [https://www.epa.gov/sites/default/files/2020-10/documents/13.2.1\\_paved\\_roads.pdf](https://www.epa.gov/sites/default/files/2020-10/documents/13.2.1_paved_roads.pdf).

<sup>8</sup> Mobile emissions for CEQA projects are estimated based on CalEEMod2022, the state's preferred emissions model. The silt loading factor, vehicle weight, and number of wet days are derived from CalEEMod default values. Silt loading factor and mean vehicle weight values are from CalEEMod2022 Appendix C (available at: [https://www.caleemod.com/documents/user-guide/04\\_Appendix%20C.pdf](https://www.caleemod.com/documents/user-guide/04_Appendix%20C.pdf)) and the number of "wet" days is the CalEEMod default value for the project location.

Abbreviations:

CalEEMod - California Emissions Estimator Model	NO <sub>x</sub> - nitrogen oxides
CARB - California Air Resources Board	PM <sub>10</sub> - coarse particulate matter
CEQA - California Environmental Quality Act	PM <sub>2.5</sub> - fine particulate matter
CO - carbon monoxide	South Coast AQMD - South Coast Air Quality Management District
EMFAC - Emission FACTors model	SO <sub>x</sub> - sulfur oxides
EPA - Environmental Protection Agency	VCC - Valencia Commerce Center
lbs - pounds	VMT - vehicle miles traveled
m - meter	VOC - volatile organic compounds

**Table 2. Localized Significance Threshold Analysis for Proposed Hauling Activity**

Planning Area 4, Valencia Commerce Center  
 Los Angeles County, California

	Maximum Daily On-Site Emissions (lbs/day)				
	CO	NO <sub>x</sub>	1-hour NO <sub>x</sub> <sup>3</sup>	PM <sub>10</sub>	PM <sub>2.5</sub>
Total Daily Emissions from Proposed Hauling Activity <sup>1</sup>	3.48	8.74	8.74	0.96	0.30
SCAQMD LSTs <sup>2</sup>	590	114	63	4	3
<b>Would Proposed Hauling Activity Exceed 1 Acre Thresholds?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Constants:

<sup>1</sup> Total daily emissions are estimated in Table 1.

<sup>2</sup> LSTs are conservatively based on a receptor located 25 meters from a 1-acre project site within SRA 13 (Santa Clarita Valley). Distance was measured using Google Earth. LSTs were obtained from the 2008 SCAQMD Final Localized Significance Threshold Methodology, Appendix C, Mass Rate LST Look-up Tables. Available at: <http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds>. : <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2>.

<sup>3</sup> An approximated LST was estimated to evaluate the federal 1-hour NO<sub>2</sub> standard, as the SCAQMD LST has not been updated to reflect this standard. This value was estimated by scaling the SCAQMD LST that represents the state 1-hr NO<sub>2</sub> standard with the ratio of the federal to state 1-hr NO<sub>2</sub> standard (0.10 ppm/0.18 ppm).

Abbreviations:

CARB - California Air Resources Board  
 CO - carbon monoxide  
 EMFAC - EMISSION FACTors model  
 lbs - pounds  
 LST - localized significance threshold  
 NO<sub>x</sub> - nitrogen oxides  
 PM<sub>10</sub> - coarse particulate matter

PM<sub>2.5</sub> - fine particulate matter  
 SCAQMD - South Coast Air Quality Management District  
 SO<sub>x</sub> - sulfur oxides  
 SRA - source receptor area  
 VCC - Valencia Commerce Center  
 VOC - volatile organic compounds



## Attachment 3 – Fill Compatibility for PA-4 Technical Memo

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Project No.  
**6538.VCC.PA4**

July 12, 2024  
Revised August 16, 2024

Newhall Land and Farming Company  
25124 Springfield Court, Suite 300  
Valencia, CA 91355

Subject: Valencia Commerce Center – Planning Area 4  
Newhall Ranch  
Los Angeles County, California

## **IMPORTED FILL COMPATIBILITY WITH PA 4 SITE**

The Newhall Land and Farming Company is seeking a Conditional Use Permit to accept fill from construction projects in the region at Planning Area 4 located within the larger Valencia Commerce Center development area. The site is located west of Commerce Center Drive, along the southern side of Franklin Parkway in Valencia, California, and includes a gross area of approximately 35 acres. The site is located on the northwestern (right) bank of Castaic Creek, just north (upstream) of the creek's confluence with the Santa Clara River.

Our Technical Memorandum for Import Fill Requirements (Reference 1) outlines the established requirements for accepting fill material at Planning Area 4, the Valencia Commerce Center, and within Newhall's properties in and around the Newhall Ranch Specific Plan Area. Our Geotechnical Report for Review of 40-Scale Rough Grading Plan (Reference 2) includes additional import fill standards in Section 6.6.1.

Reference 1 and Section 6.6.1 of Reference 2 provide standards for import fill material review and quality control testing, including field observation. Per References 1 and 2, import fill material will conform with the Department of Toxic Substances Control (DTSC) Information Advisory for Clean Imported Fill Material<sup>1</sup>, and that the project's registered engineer will review results of analytical testing for comparison with environmental screening levels prior to bringing the import material to the site. Furthermore, References 1 and 2 provide geotechnical import requirements for material. As discussed in Reference 1 and 2, the project's registered engineer will be present on site during import operations to provide environmental and geotechnical observation of approved import material.

As outlined in Section 6.6.1 of Reference 2, import fill materials for PA4 must be of similar composition to the on-site soil material. Section 2.6 of Reference 2 summarizes the general subsurface conditions encountered during field exploration. The on-site soil material within PA4 is generally comprised of silty, clayey, and gravelly alluvial sand (Quaternary Alluvium, Qa) with a small fraction of pebbly conglomerate and sandstone bedrock (Saugus Formation, QTs).

Imported fill material for PA4 is anticipated to be generated from construction sites within the region. Regional geologic mapping conducted primarily by R.F. Yerkes and R.H. Campbell shows

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<sup>1</sup> <https://dtsc.ca.gov/information-advisory-clean-imported-fill-material-fact-sheet/>

the greater Santa Clarita Valley area to be underlain by similar geologic units as those mapped within PA4, including alluvial deposits, sandstone, and siltstone. Similar geologic conditions are mapped throughout the Los Angeles County region. Similar soil materials, as are present at PA4, will likely be generated from excavations across the greater Santa Clarita Valley area and Los Angeles Region, which will be screened for acceptance based on the standards described above. Further, accepted fill will comply with all applicable regulatory standards in conformance with Reference 1 and Section 6.6.1 of Reference 2.

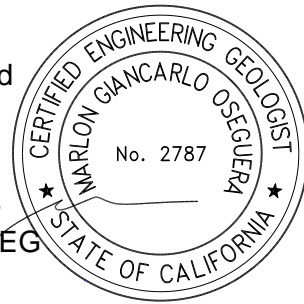
In summary, based on the standards described in Reference 1 and Reference 2, imported fill will be with materials compatible with the natural features of the Planning Area 4 site.

We are pleased to be of service to you on this project. If you have any questions, please contact us.

Sincerely,

ENGEO Incorporated

  
Marlon Oseguera, CEG



mo/au/jjt/dt

Attachment: Selected References

  
Josef J. Tootle, GE



## SELECTED REFERENCES

1. ENGEO. 2022. Technical Memorandum, Import Fill Requirements, Newhall Ranch, Los Angeles County, California. May 16, 2022. Project No. 6538.100.007.
2. ENGEO. 2024. Geotechnical Report, Review of 40-Scale Rough Grading Plan, Valencia Commerce Center – Planning Area 4, Los Angeles County, California. April 15, 2024. Project No. 6538.VCC.PA4.

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**Figure 1**

Haul Material Source Location



# Site Photos

- Project facing Eastward





# Site Photos

- Project facing Westward





# Site Photos

- Project facing Northbound





# Site Photos

- Project facing  
Northbound







MARK PESTRELLA, Director

# COUNTY OF LOS ANGELES

## DEPARTMENT OF PUBLIC WORKS

*"To Enrich Lives Through Effective and Caring Service"*

900 SOUTH FREMONT AVENUE  
ALHAMBRA, CALIFORNIA 91803-1331  
Telephone: (626) 458-5100  
<http://dpw.lacounty.gov>

ADDRESS ALL CORRESPONDENCE TO:  
P.O. BOX 1460  
ALHAMBRA, CALIFORNIA 91802-1460

May 23, 2024

IN REPLY PLEASE

REFER TO FILE:

LD-4

TO: Joshua Huntington  
Subdivisions  
Department of Regional Planning

Attention Jodie Sackett

FROM: James Chon   
Land Development Division

**CONDITIONAL USE PERMIT (RPPL2023005350)  
ASSESSOR'S MAP BOOK 3271, PAGE 2, PARCEL 38  
UNINCORPORATED CASTAIC**

As requested, Public Works reviewed the zoning permit application and site plan for the proposed project. The project proposes to accept approximately 1.35 million cubic yards of dirt from construction projects in the region.

- Public Works recommends that the conditions shown below be applied to the project if ultimately approved by the advisory agency.
- Public Works has comments on the submitted documents; therefore, a Public Hearing shall NOT be scheduled until the comments have been addressed.

1. Street

1.1. Prior to issuance of a grading or building permit:

- 1.1.1. Repair and replace any improvements damaged during construction.
- 1.1.2. Obtain a haul route permit from Public Works, Land Development Division (Encroachment Permit and Inspection Section).

For questions regarding the haul route permit, contact Tiffany Nguyen of Public Works, Land Development Division, at (626) 458-3129 or [tnguyen@pw.lacounty.gov](mailto:tnguyen@pw.lacounty.gov).

For questions regarding the street condition, please contact Pemaneh Abaghi of Public Works, Land Development Division, at (626) 979-5417 or [pabaghi@pw.lacounty.gov](mailto:pabaghi@pw.lacounty.gov).

## 2. Drainage

2.1. Prior to issuance of a grading or building permit:

2.1.1. Comply with Low-Impact Development (LID) standards in accordance with the LID Standards Manual, which can be found at <https://pw.lacounty.gov/idd/lib/fp/Hydrology/Low%20Impact%20Development%20Standards%20Manual.pdf>.

2.1.2. Plans must be approved showing for the proper distribution of drainage and include contributory drainage from adjoining properties. Eliminate the sheet overflow, ponding, and protect the lots from high velocity scouring action.

For questions regarding the drainage conditions, please contact Alex Mikhailpoor of Public Works, Land Development Division, at (626) 458-3138 or [amikhailpoor@pw.lacounty.gov](mailto:amikhailpoor@pw.lacounty.gov).

## 3. Grading

3.1. Prior to issuance of a grading or building permit, provide approval of the following:

3.1.1. The latest hydrology study by the Public Works, Land Development Division (Storm Drain and Hydrology Section).

3.1.2. The location/alignment and details/typical sections of any park/trail, as shown on the grading plan, to the satisfaction of the Department of Parks and Recreation.

3.1.3. The grading plan by the Public Works, Geotechnical and Materials Engineering Division).

- 3.1.4. Permits and/or letters of non-jurisdiction from all State and Federal agencies, as applicable. These agencies may include, but may not be limited to, the State of California Regional Water Quality Control Board, State of California Department of Fish and Wildlife, State of California Department of Conservation, California Geologic Energy Management Division (CalGEM), and the Army Corps of Engineers.
- 3.2. Submit a grading plan for approval. The grading plan must show and call out the following items including, but not limited to, construction of all drainage devices and details; paved driveways; elevation and drainage of all pads, SUSMP, and LID devices (fill in whichever is applicable); and any required landscaping and irrigation not within a common area or maintenance easement. Acknowledgement and/or approval from all easement holders may be required.

For questions regarding the grading conditions, please contact Manouchehr (David) Esfandi of Public Works, Land Development Division, at (626) 458-7130 or [mesfandi@pw.lacounty.gov](mailto:mesfandi@pw.lacounty.gov).

#### 4. Geology

- 4.1. Prior to issuance of a grading or building permit, comply with the approved geotechnical report.

For questions regarding the geology condition, please contact Karin Burger of Public Works, Geotechnical and Materials Engineering Division, at (626) 458-7989 or [kburger@pw.lacounty.gov](mailto:kburger@pw.lacounty.gov).

If you have any questions, please contact Ed Gerlits of Public Works, Land Development Division, at (626) 458-4953 or [egerlits@pw.lacounty.gov](mailto:egerlits@pw.lacounty.gov).

DK:la



# COUNTY OF LOS ANGELES FIRE DEPARTMENT FIRE PREVENTION DIVISION

Land Development Unit  
5823 Rickenbacker Road  
Commerce, CA 90040  
Telephone (323) 890-4293, Fax (323) 890-9783

EPIC-LA NUMBER: RPPL2023005350                      PROJECT NUMBER: PM 26363  
CITY/COMMUNITY: Val Verde    STATUS: Cleared  
PROJECT ADDRESS:    DATE: 02/21/2024

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## CONDITIONS

1. This project does not propose construction of structures or any other improvements at this time. Therefore, until actual construction is proposed, the County of Los Angeles Fire Department, Land Development Unit, has no comments.

For any questions regarding the report, please contact Wally Collins at (323) 890-4243 or [Wally.Collins@fire.lacounty.gov](mailto:Wally.Collins@fire.lacounty.gov).

Reviewed by:



COUNTY OF LOS ANGELES  
DEPARTMENT OF PARKS AND RECREATION

*"Parks Make Life Better!"*

Norma E. García-González, Director

Alina Bokde, Chief Deputy Director

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January 19, 2024

TO: Jodie Sackett  
Department of Regional Planning

FROM: Jui Ing Chien *JIC*  
Planning and CEQA Section

SUBJECT: **SOLID FILL CONDITIONAL USE PERMIT (RPPL2023005350)**  
**VALENCIA COMMERCE CENTER PLANNING AREA 4**

The proposed project has been reviewed for potential impacts on the facilities of the Department of Parks and Recreation (DPR). The project will not impact any DPR facilities, and we have no comments. Thank you for including this Department in the review of this document. If you have any questions, please contact me at [jchien@parks.lacounty.gov](mailto:jchien@parks.lacounty.gov) or (626) 588-5317.





**BARBARA FERRER, Ph.D., M.P.H., M.Ed.**  
Director

**MUNTU DAVIS, M.D., M.P.H.**  
County Health Officer

**MEGAN McCLAIRE, M.S.P.H.**  
Chief Deputy Director

**LIZA FRIAS, REHS**  
Director of Environmental Health

**BRENDA LOPEZ, REHS**  
Assistant Director of Environmental Health

**SCOTT ABBOTT, REHS, M.P.A.**  
Assistant Director of Environmental Health

5050 Commerce Drive  
Baldwin Park, California 91706  
TEL (626) 430-5374 • FAX (626) 813-3000

[www.publichealth.lacounty.gov/eh/](http://www.publichealth.lacounty.gov/eh/)

**BOARD OF SUPERVISORS**

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Fifth District

February 28, 2024

TO: Joshua Huntington  
Supervising Regional Planner  
Department of Regional Planning

Attention: Jodie Sackett

FROM: Charlene Contreras *ccc*  
Director, Community Protection Branch  
Department of Public Health

**SUBJECT: CONDITIONAL USE PERMIT (CUP) REQUEST**  
**CASE: RPPL2023005350**  
**APN: 3271-002-038**

Thank you for the opportunity to review the application and project located at the subject property. The applicant requests a Solid Fill Conditional Use Permit (CUP) for Planning Area 4 (PA-4) within the Valencia Commerce Center (VCC) to accept approximately 1.35 million cubic yards of dirt from construction projects in the region.

The project description does not propose construction and/or wastewater generation therefore the Onsite Wastewater Treatment Program (OWTS) has no comments. However, if water closets/toilets and or other structures are proposed in the future, an additional review will be required.

There is no water related structures on the site plan. Drinking Water Program has no conditions that need to be applied to this project if ultimately approved by the advisory agency.

- Public Health conditions of the aforementioned project have been met as of the date of the letter if ultimately approved by the advisory agency.
- Public Health requires that the conditions or information requested below are addressed prior to agency approval; therefore, the Department **DOES NOT** recommend clearance of this project until the following conditions are met:

1. Community Protection: Environmental Hygiene

**Please Note:** The following are general requirements for Noise and Air Quality recommendations for the proposed project.

The applicant shall abide by all applicable requirements contained in Title 12, Chapter 12.08 - Noise Control Ordinance of the County of Los Angeles (reference available at [municode.com](http://municode.com)). The sections in Title 12 that apply to this project include but are not limited to 12.08.390 (Exterior Noise Standards) and 12.08.440 (Construction Noise).

1.1 Exterior Noise  
 Ordinance:

**Exterior Noise Standards (12.08.390)**

No person shall operate or cause to be operated, any source of sound at any location within the unincorporated county or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person which causes the noise level, when measured on any other property either incorporated or unincorporated, to exceed any of the following exterior noise standards in Table 1.

Exterior Noise Standards, dBA						
Area	Duration	Std # 1 = L50	Std # 2 = L25	Std # 3 = L8.3	Std # 4 = L1.7	Std # 5 = L0
		30min/hr	15min/hr	5 min/hr	1 min/hr	At no time
Residential	7 am – 10 pm	50	55	60	65	70
	10 pm – 7 am	45	50	55	60	65
Commercial	7 am – 10 pm	60	65	70	75	80
	10 pm – 7 am	55	60	65	70	75
Industrial	Anytime	70	75	80	85	90

Table 1. Std = Standard dB that may not exceed the cumulative period.

1.2 Construction Noise  
 Ordinance:

**Construction Noise (12.08.440)**

Operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work between weekday hours of 7:00 p.m. and 7:00 a.m., or at any time on Sundays or holidays, such that the sound therefrom creates a noise disturbance across a residential or commercial real-property line, except for

emergency work of public service utilities or by variance issued by the health officer is prohibited (See Table 2 and 3).

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	Semi-residential/ Commercial
Daily, except Sundays and legal holidays, 7:00 a.m. to 7:00 p.m.	75 dBA	80 dBA	85 dBA

Table 2. Std = Standard dB that may not exceed.

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	Semi-residential/ Commercial
Daily, except Sundays and legal holidays, 7:00 a.m. to 7:00 p.m.	60 dBA	65 dBA	70 dBA

Table 3. Std = Standard dB that may not exceed.

Findings:

The subject site was zoned for manufacturing and surrounded by agricultural and manufacturing to the west, manufacturing and commercial to the east, residential and recreational to the south, and residential and manufacturing to the north. The closest occupied residential zones were located approximately 3600 feet northeast and 5000 feet southeast of the subject site. There was also vacant residential zoned land approximately 2000 feet southwest of the subject site. Highway 126 and recreational zoned land were located approximately 1000 to 1500 feet south of the subject site.

The subject site was below grade. The acceptance of soil would bring the elevation of the graded pad up to elevation of adjacent Franklin Parkway. Per the applicant:

1. there is no development proposal for the site beyond the solid fill.
2. the project entails accepting soil from ongoing construction projects in the region.
3. the accepted soil will not result in any new truck trips.
4. from the I-5 freeway, haul trucks would utilize Highway 126 and turn right on Wolcott Way and turn right on Franklin Pkwy. Empty trucks would exit by turning left onto Franklin Pkwy and return to Highway 126 by turning left on Wolcott Way.

5. haul trucks would operate a maximum of 6 days per week, Monday through Saturday between 7 a.m. and 8 p.m.
6. hauling and grading will take approximately three years.
7. the onsite equipment is anticipated to consist of the following:
  - a) Dozer
  - b) Landfill Compactor
  - c) Scraper
  - d) Motor Grader
  - e) Wheel Loader
  - f) Excavator
  - g) 4,000 Gallon Water Truck
8. grading operation noise at the subject site would not significantly impact Valencia Travel Village RV Resort due to the following:
  - a) approximately 1,500 feet from Valencia Travel Village RV Resort,
  - b) screened by intervening topography, buildings, and vegetation,
  - c) the long distance,
  - d) the existing noise from Highway 126 (located between the site and Travel Village) substantially reduce the potential for noise impacts from the grading activities,
  - e) blocked by the existing industrial buildings within the developed portion of Valencia Commerce Center and sound wall located on the south side of the SR-126 highway (i.e., located between the site and Travel Village).

On January 9, 2024, background noise levels were measured using a sound level meter (Larson Davis Sound Advisor 831C) set to A-weighting (dBA) at the main entry gate approximately 60 feet south of Franklin Pkwy.

As shown in Table 4 below, the background noise level results exceeded the residential L50 and L0 as well as the commercial L0 noise standards at this specific location. The exceedance was caused by cars passing on Franklin Pkwy. As a result, the background noise level becomes the exterior noise standards (see highlighted noise level).

Exterior Noise Standards, dBA											
Area Background	Duration	Std # 1 = L50		Std # 2 = L25		Std # 3 = L8.3		Std # 4 = L1.7		Std # 5 = L0	
		30min/hr	Result	15min/hr	Result	5 min/hr	Result	1 min/hr	Result	At no time	Result
Residential	3:53 pm – 4:53 pm	50	51.9	55	53.7	60	55.9	65	59.8	70	84.8
Commercial	3:53 pm – 4:53 pm	60	51.9	65	53.7	70	55.9	75	59.8	80	84.8
Industrial	3:53 pm – 4:53 pm	70	51.9	75	53.7	80	55.9	85	59.8	90	84.8

Table 4. Std = Standard dB that may not exceed the cumulative period.

### 1.3 Recommendations

#### 1.3.1 Exterior Noise

The operation of the subject site must adhere to the Los Angeles County Exterior Noise Standards. All other applicable Noise Control Ordinance of the County of Los Angeles must also be complied with.

Be advised that if the activities listed below or additional activities that may create a noise disturbance occur in the future, care must be exercised to refrain from or minimize such a noise disturbance so as not to impact the nearest residential properties.

- a. Vehicle and equipment start-up and idling.
- b. Loading/unloading.
- c. Alarms.
- d. Trash collection
- e. Operations/activities that generate impulsive noise (i.e., noise of short duration, usually less than one second and of high intensity, with an abrupt onset and rapid decay) such as dropping heavy equipment/materials should be performed away from the nearest residential property to minimize noise impact.

#### 1.3.2 Construction Noise

Noise mitigation measures should be applied if warranted to reduce construction noise and to comply with Title 12, 12.08.440 – Construction Noise. Noise mitigation strategies may include but are not limited to:

1. All construction equipment shall be equipped with the manufacturers' recommended noise muffling devices, such as mufflers and engine covers. These devices shall be kept in good working condition throughout the construction process.
2. Installation of a temporary sound barrier at the source and/or property lines of the proposed project site to mitigate noise impacts on all surrounding properties.
3. All construction equipment shall be properly maintained and tuned to minimize noise emissions.
4. Stationary noise sources (e.g., generators and compressors) shall be located as far from residential receptor locations as is feasible.

#### 1.3.3 Air Quality Recommendation

During solid filling, grading or excavation activities if applicable, application of dust control measures to minimize fugitive dust is recommended. Fugitive dust can result in worker and public exposure to fungal spores such as



Joshua Huntington  
February 28, 2024  
Page 6 of 6

*Coccidioides immitis*, which can cause Coccidioidomycosis (Valley Fever). Adhere to applicable Air Quality Management District regulations.

For questions regarding above comments, please contact Yonas Taye of Public Health, Environmental Hygiene Program at (626) 430-5201 or [ytaye@ph.lacounty.gov](mailto:ytaye@ph.lacounty.gov).

If you have any other questions or require additional information, please contact Veronica Aranda of Public Health, Planning & Land Use Liaison at (626) 430-5201 or [varanda@ph.lacounty.gov](mailto:varanda@ph.lacounty.gov).

CC:va  
DPH\_CLEARED\_APN-3271-002-038\_RPPL2023005350\_02.28.2024



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

25104 Rye Canyon Loop  
Santa Clarita, California 91355

213.922.2772 Tel  
metro.net

July 15, 2024

Anish Saraiya  
Planning Deputy  
LA County 5th District  
500 W Temple St  
Los Angeles, CA 90012

I-5 North County Enhancements Project  
Contract No. C70396C1205  
EA #07-2332E4  
07-LA-5-R41.4/R43.8, R45/R59.6

Subject: In Support of the FivePoint Planning Area 4 Fill Conditional Use Permit (CUP)

Dear Mr. Saraiya:

I am hereby submitting this letter in support of a timely approval of the Planning Area 4 Solid Fill Conditional Use Permit (CUP) put forth by FivePoint for its Valencia Commerce Center project. Expedient approval of this permit benefits the on-going Los Angeles County Metropolitan Transportation Authority (Metro) construction project along Interstate 5 (I-5) freeway as well as the surrounding community. However, the benefits outlined herein will not be realized should the approval be further delayed.

The I-5 North County Enhancements Project (I-5NCEP) is intended to result in operational and safety enhancements along the I-5 freeway between State Route 14 (SR-14) interchange in Santa Clarita to just south of Parker Rd in Castaic. The work includes 14-miles of HOV/carpool lanes in each direction, 12 soundwalls, the extension of truck lanes, Intelligent Transportation System improvements, and several bridge extensions, among other enhancements. Construction of I-5NCEP commenced in 2021 and is anticipated to be complete at the end of 2026.

Constructing these enhancements along the I-5 will generate more soil than what is needed for the overall project. This excess soil will need to be exported out of the project limits and to an acceptable deposit site. Metro and Caltrans have previously performed analysis of the native material within the project limits and identified the soil that is clean and ready for reuse. Any material that has been deemed unsuitable for reuse is separated and disposal of the material for those areas is closely monitored so as not to contaminate clean areas in accordance with environmental, permit, and regulatory requirements. However, the majority of the soil excavated by I-5NCEP is confirmed to be acceptable for use as clean fill material at sites like Planning Area 4.

Since I-5NCEP will generate more clean soil than is required to construct the project, depositing the excess material at Planning Area 4 is beneficial for both I-5NCEP, FivePoint, and the local community. Metro is aware that an acceptable haul route has been identified between I-5NCEP and Planning Area 4. Utilizing a local site improves efficiency for I-5NCEP

Mr. Anish Saraiya  
July 15, 2024

construction, which is essential for an on-time completion. Placing soil from I-5NCEP at Planning Area 4 will also keep native soils within the local Santa Clarita Valley and this work associated with Planning Area 4 is not expected to pose a risk to any environmental and cultural resources. The proximity of Planning Area 4 to I-5NCEP reduces vehicle miles travelled, cutting emissions being released into the atmosphere. And this local solution will also reduce the number of trucks entering Santa Clarita Valley that would otherwise be needed, as the trucks from I-5NCEP will already be within the Valley.

However, should the CUP approval be further delayed, the opportunity to use this local material generated by I-5NCEP may be forfeited. With a little more than 2 years left to complete construction of the I-5 enhancements, I-5NCEP will soon need to find a site to deposit the excess soil to meet the project completion goal. If this CUP is further delayed, the I-5NCEP may need to export the excess soil out of the local area and it's likely that FivePoint would therefore need to import material from elsewhere. This could result in an influx of trucks to a community that will already be prone to construction fatigue.

Please consider the benefits of a timely issuance of this CUP and do not forfeit this opportunity to utilize local clean soil, maximize efficiency, and reduce construction fatigue in this community by benefiting from the ongoing I-5NCEP construction.

Should you have any questions regarding the foregoing, please contact me at 213-503-1061 [SullivanPa@metro.net](mailto:SullivanPa@metro.net).

Sincerely,



Paul Sullivan, PE  
Deputy Executive Officer  
Project Manager



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Jodie Sackett, Senior Planner, North County  
County of Los Angeles Department of Regional Planning  
320 West Temple Street  
Los Angeles, CA 90012

August 05, 2024

Re: Los Angeles County Case No: RPPL2023005350

Dear Mr. Sackett,

The subject property is zoned M-1-1/2-DP (Light Industrial-Development Program). No change of zone is requested.

Assessor's Parcel Number(s) 3271-002-038 (por) and 2866-002-061, Valencia Commerce Center PA-4

The Proposed Project is a request for a Solid Fill Conditional Use Permit (CUP) for Planning Area 4 (PA-4) within the Valencia Commerce Center (VCC) to accept approximately 1.35 million cubic yards (mcy) of dirt from construction projects in the region (Proposed Project). PA-4 comprises approximately 33.3 acres and is located in unincorporated Los Angeles County, west of Commerce Center Drive, generally bounded by Franklin Parkway to the north and west, Castaic Creek to the south, and the Logix office building to the east (Project Site).

After review of the plans and discussion with the applicant, the council voted to recommend approval based on the plan presented to the town council at our July 17, 2024 meeting with the following conditions:

1. Proper dust control, minimize particulate in the air.
2. On-site call in number for complaints and concerns.
3. Route as currently proposed (in and out of Wolcott Way)
4. Hours of truck hauling will be at night to lessen the truck traffic impact during Chiquita Canyon Landfill hours of operation. (Note: the landfill will be using their new entrance at Wolcott Way for egress/ingress.)
5. Limit of 175 truck trips per day (inbound and outbound).

Regards,

A handwritten signature in blue ink that reads "Bob Lewis".

Bob Lewis  
President  
Castaic Area Town Council

cc: Stephanie English - Senior Field Deputy for Supervisor Kathryn Barger  
Jim D'Addario - Chair, Castaic Area Town Council Land Use Committee  
Alex Herrell - Senior Vice President Entitlements - FivePoint