Regional Planning Commission Transmittal Checklist

Hearing Date
05/04/2016
Agenda Item No.
7

Project Number: R2014-03232-(5)
Case(s): Plan Amendment No. 201400005
Environmental Assessment Case No. 201400264
Planner: Thuy Hua

- ☒ Project Summary
- ☐ Property Location Map
- ☒ Staff Analysis
- ☒ Draft Resolution / Draft Ordinance / 8.5x11 Map (ZC or PA)
- ☐ Draft Findings
- ☐ Draft Conditions + Other department letters of recommended conditions
- ☐ Previous CUP Conditions of Approval
- ☐ Burden of Proof Statement(s)
- ☒ Environmental Documentation (ND / MND / EIR)
- ☐ Correspondence
- ☐ Photographs
- ☐ Aerial Image(s)
- ☐ Land Use/Zoning Map
- ☐ Tentative Tract / Parcel Map
- ☐ Site Plan / Floor Plans / Elevations
- ☐ Exhibit Map
- ☐ Landscaping Plans
- ☐ Findings and conditions of Previous permit

Reviewed By: _____

Department *of* Regional Planning
320 West Temple Street
Los Angeles, California 90012

PROJECT NUMBER
R2014-03232-(5)

HEARING DATE
May 4, 2016

REQUESTED ENTITLEMENTS
Plan Amendment No. 201400005
Environmental Assessment No. RPPL2016000776

PROJECT SUMMARY

OWNER / APPLICANT
Romero Canyon LLC

MAP/EXHIBIT DATE
January 14, 2014

PROJECT OVERVIEW

The applicant, Romero Canyon LLC, is requesting a Plan Amendment to reclassify Sloan Canyon Road between Quail Valley Road and Mandolin Canyon Road, downgrading it from a Limited Secondary Highway to a Local Collector Road. This proposal is linked to the development of the proposed Castaic High School. An Environmental Impact Report (State Clearing House No. 2004031110) was prepared for the proposed Castaic High School and includes analysis of traffic impacts on this segment of Sloan Canyon Road. This policy action will require an amendment to both the Los Angeles County Highway Plan in the Countywide General Plan and the Circulation Element of the Santa Clarita Valley Area Plan.

LOCATION
Sloan Canyon Road
between Quail Valley Road and Mandolin Canyon Road

ACCESS
Sloan Canyon Road

ASSESSORS PARCEL NUMBER(S)
N/A

SITE AREA
N/A

GENERAL PLAN / LOCAL PLAN
Santa Clarita Valley Area Plan

ZONED DISTRICT
Castaic Canyon

LAND USE DESIGNATION
Rural Land 1 (RL1) / Rural Land 2 (RL2)

ZONE
N/A

PROPOSED UNITS
N/A

MAX DENSITY/UNITS
N/A

COMMUNITY STANDARDS DISTRICT
Castaic

ENVIRONMENTAL DETERMINATION (CEQA)
Negative Declaration

KEY ISSUES

- Consistency with the Los Angeles County General Plan
- Consistency with the Santa Clarita Valley Area Plan

CASE PLANNER:
Thuy Hua

PHONE NUMBER:
(213) 974 - 6443

E-MAIL ADDRESS:
thua@planning.lacounty.gov

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Richard J. Bruckner
Director

April 21, 2016

TO: Stephanie Pincetl, Chair
Doug Smith, Vice Chair
David W. Louie, Commissioner
Curt Pedersen, Commissioner
Pat Modugno, Commissioner

FROM: Thuy Hua, Senior Regional Planner
Zoning Permits North Section

SUBJECT: **MAY 4, 2016 – AGENDA ITEM #7**
PROJECT NO. R2014-03232-(5)
PLAN AMENDMENT NO. 201400005
ENVIRONMENTAL ASSESSMENT CASE NO. 201400264
RECLASSIFICATION OF SLOAN CANYON ROAD SEGMENT

BACKGROUND

Castaic High School is currently under construction in the community of Castaic and located west of Interstate 5, southwest of Castaic Lake, and northwest of the city of Santa Clarita. It is a comprehensive high school for 2,600 students with road, sewer, and water improvements located on a 58-acre site within a 198-acre property. The high school will include 250,000 square feet of building area comprised of several classroom buildings, an administrative building, a library, a performing arts building with up to an 800-seat capacity, a multi-purpose room and kitchen, a physical education building including two gymnasiums and administrative offices, a 5,000-sea football/soccer stadium with a running track, tennis courts, basketball courts, baseball and softball fields, and other play fields. The project includes on- and off-site road and utility improvements. The project was approved by the Governing Board of the William S. Hart Union School District ("School District") on October 17, 2012.

Sloan Canyon Road traveling northwest from Quail Valley Road to Mandolin Canyon Road is currently an unimproved dirt road. The development of the Castaic High School necessitates the improvement of Sloan Canyon Road as it will serve as an east to west access route from the community to the high school.

The certified environmental impact report ("EIR") for the development of Castaic High School evaluated two separate access scenarios from both Sloan Canyon Road and Romero Canyon Road, and ultimately approved access from the east via Sloan Canyon Road–Canyon Hill Road (east access) and from the south via Sloan Canyon Road–Baringer Road–Romero Canyon Road/Valley Creek Road (southern access). The access roads will be constructed within existing rights-of-way and easements. The Sloan Canyon access route will implement drainage improvements to accommodate stormwater flow from within the local drainage area and prevent runoff onto adjacent properties. The roadway has been designed to include debris basins in compliance with Los Angeles County requirements. While the School District considered various options for the roadway, the environmental assessment was based on grading for the full 80-foot right-of-way width.

The Los Angeles County Department of Public Works ("Public Works"), in a letter dated April 26, 2004, in response to a request by the Castaic Town Council to vacate the excess right-of-way on Sloan Canyon Road stated that projected traffic volumes generated by the buildout of the area falls sort of that required for a planned highway. Thus, Public Works concurred that there was no need to retain Sloan Canyon Road from Quail Valley Road to Hillcrest Parkway on the County Highway Plan and recommended deletion of Sloan Canyon Road from Quail Valley Road to Hillcrest Parkway from the General Plan (See Attachment 1).

PROJECT DESCRIPTION

The project is a request by Sikand Engineering on behalf of the School District for a Plan Amendment to the Los Angeles County Master Plan of Highways, consisting of the reclassification of a 1.1-mile segment of Sloan Canyon Road between Quail Valley Road and Mandolin Canyon Road in the unincorporated community of Castaic. This segment of Sloan Canyon Road is currently designated as a Limited Secondary Highway and is proposed to be downgraded to a Local Collector Road (See Attachment 2).

Limited Secondary Highways provide a high degree of mobility as major traffic carriers with access to collectors and some local streets. They are typically the widest streets in terms of right-of-way and pavement width, and they generally have the highest speed limits. These arterials have more limited mobility and greater access, with an ultimate roadway design section of two travel lanes and with partial control of vehicular and pedestrian access to the roadway from driveways, cross streets, and crosswalks. The roadway is usually undivided and may accommodate limited parking activity and left turn pockets at major intersections. These streets are designed to accommodate moderate volumes of traffic and provide local access to major and secondary highways. When fully improved and operating at Level of Service E, these streets can accommodate approximately 18,000 vehicles per day.

Local Collector Roads connect local streets with arterials and also provide access to adjacent land uses, thus balancing mobility with access. While a collector road is not as wide as a highway, it is often wider than local streets in terms of right-of-way and lane width. They have an ultimate roadway design section of two travel lanes with limited vehicular access to the roadway from driveways and cross streets. The roadway is usually undivided and does not always accommodate left turn pockets at intersections. Collector roads are designed to provide both access and limited mobility, serving local traffic from residential, commercial, and industrial uses and providing access to the arterial roadway system. Collector roads are not depicted on the adopted Highway Plan. When fully improved and operating at Level of Service E, collectors can accommodate approximately 15,000 vehicles per day.

Based on the traffic analysis completed by the School District for the Castaic High School EIR, it was determined that projected traffic volumes at buildout would not require the development of Sloan Canyon Road to the standards for a Limited Secondary Highway. Thus, the request is being made to reclassify this segment of Sloan Canyon Road to represent the necessary road standard reflecting the protected traffic volumes.

CONSISTENCY WITH GENERAL PLAN / AREA PLAN

As a component of the Countywide General Plan, the Los Angeles County Master Plan of Highways must be amended to reflect the reclassification of Sloan Canyon Highway. The Los Angeles County Master Plan of Highways provides policy guidance for building a comprehensive highway network throughout the unincorporated areas. The purpose of the Highway Plan is to:

1) depict the general location of planned highway routes;
2) provide a means for protecting highway rights-of-way within the unincorporated areas;
3) establish a plan and process for coordinating highway policies with neighboring cities and counties; and
4) provide for a system of highways that is consistent with the General Plan.

Examples of consistency with the General Plan include but are not limited to:

- Policy M-4.5, Page 111: Encourage continuous, direct routes through a connected system of streets, with small blocks and minimal dead ends (cul-de-sacs), as feasible.

- Policy M-7.5, Page 113: In rural areas, require rural highway and street standards that minimize the width of paving and the placement of curbs, gutters, sidewalks, street lighting, and traffic signals, except where necessary for public safety.

As a component of the Countywide General Plan, the Santa Clarita Valley Area Plan ("Area Plan") must be amended to reflect the reclassification of Sloan Canyon Highway. The Area Plan was adopted in 2012 outlining circulation goals within the Circulation Element to ensure vital connections and provide mobility options for the unincorporated areas of Santa Clarita Valley. The Circulation Element plans for the continued development of efficient, cost-effective, and comprehensive transportation systems that is consistent with regional plans, local needs, and the Valley's community character.

Examples of consistency with the Area Plan include but are not limited to:

- Policy C-2.1.2, Page 116: Enhance connectivity of the roadway network to the extent feasible given the constraints of topography, existing development patterns, and environmental resources, by constructing grade separations and bridges; connecting discontinuous streets; extending secondary access into areas where needed; prohibiting gates on public streets; and other improvements as deemed appropriate based on traffic analysis.

- Policy C-2.2.1, Page 116: Designate roadways within the planning area based on their functional classification as shown on Exhibit C-2.

- Policy C-2.2.2, Page 116: Adopt consistent standard street cross section for City and County roadways in the planning area, generally as shown on Exhibit C-3, or as otherwise approved by the County's Department of Public Works. Cross sections shall comply with State and Federal regulations and design guidelines.

- Policy C-2.2.3, Page 117: Coordinate circulation plans of new development projects with each other and the surrounding street network, within both City and County areas.

- Action 1, Page 123: Amend the Countywide Highway Plan within the Santa Clarita Valley to reflect the Area Plan and be consistent with the City's Highway Plan.

- Action 4, Page 123: Continue to monitor traffic conditions within the planning area on an ongoing basis, and amend the Area Plan as needed to address changing needs and conditions.

The Area Plan recommends the following roadway segments to be removed from the Highway Plan as a result of the [Area Plan] traffic analysis:

- Sloan Canyon Road from Hillcrest Parkway to Mandolin Canyon Road – Remove planned limited secondary highway. (Page 83)

The request for a Plan Amendment to reclassify Sloan Canyon Road between Quail Valley Road and Mandolin Canyon Road is consistent with the policies outlined in the Countywide General Plan and Santa Clarita Valley Area Plan.

The Santa Clarita Valley Area Plan Trails Map identifies a trail along the subject segment of Sloan Canyon Road. The highway reclassification does not impact the requirement for a trail dedication. Based on the cross-section submitted by the applicant, a Class II bike path will be included on both sides of the Local Collector Road (See Attachment 3).

NEIGHBORHOOD IMPACT/LAND USE COMPATIBILITY

The request is a policy action to amend the Los Angeles County Master Plan of Highways, with no direct impact to the neighborhood. However, the development of Sloan Canyon Road to the standards of the proposed Local Collector Road is a reasonable and foreseeable development.

The certified EIR for the Castaic High School included mitigation measures for the development of Sloan Canyon Road and included drainage improvements to accommodate stormwater flow from within the local drainage area and prevent runoff onto adjacent properties such as a primary debris basin to serve a total upstream tributary area of 138.8 acres, additional small debris basins as necessary, and modifications and/or relocation of proposed roadway culvert undercrossings. These mitigation measures adequately address the potential neighborhood impacts arising from the development of Sloan Canyon Road.

INTERDEPARTMENTAL ENGINEERING COMMITTEE

The Interdepartmental Engineering Committee (IEC) is an advisory body, comprised of the Director of Planning, the Road Commissioner, and the County Engineer, charged with maintaining the Countywide Highway Plan. It reviews all proposed realignments and reclassifications of highways. IEC meetings are conducted to review highway related proposals and to allow applicants and neighbors to comment on highway related proposals before being approved by the County Engineer.

The IEC conducted a meeting on January 7, 2015 to review the proposed reclassification of Sloan Canyon Road between Quail Valley Road and Mandolin Canyon Road (See Attachment 4) and recommended approval of the reclassification.

NOTIFICATION

In preparation for the IEC meeting, 150 meeting notices were sent to property owners within a 1,000-foot radius of the subject highway segment and interested parties.

Pursuant to the provisions of Section 22.60.174 of the County Code, the community was appropriately notified of the public hearing by mail, newspaper, library posting, and

DRP website posting. A notice of public hearing was mailed to 150 property owners within a 1,000-foot radius of the subject highway segment and interested parties.

PUBLIC COMMENTS

The Castaic Town Council, in a letter dated March 12, 2004, requested the Department of Public Works to study, review and vacate the excess right-of-way on the north portion of Sloan Canyon Road west of Quail Valley Road and the Sloan Canyon elementary school site stating that the road alignment for the school site makes the 80 foot alignment unnecessary and obsolete, plus the Castaic Area Community Standards District design and density standards for the area north and west of this location do not warrant a road of such size (See Attachment 5).

Staff received a letter from the California Department of Transportation dated February 3, 2016 stating that they do not expect project approval to result in a direct adverse impact to existing State transportation facilities (See Attachment 6).

ENVIRONMENTAL DOCUMENTATION

The applicant prepared an Environmental Impact Report (EIR) for the proposed development of Castaic High School, including traffic analysis for the highway segment proposed for reclassification. A Final EIR was completed and certified by the William S. Hart Union High School District's Governing Board on October 17, 2012. An Addendum to the Final EIR was certified on July 17, 2013 which evaluated potential environmental effects of the revisions and modifications of the Project's mitigation refinements with respect to air quality, biological resources, and cultural resources. A Final Supplemental Environmental Impact Report was certified on July 16, 2014 which evaluated modifications to the Project to determine whether they would result in new or substantially more significant impacts as compared with the impacts disclosed in the previously certified EIR.

The certified EIR evaluated two separate access scenarios from both Sloan Canyon Road and Romero Canyon road, and ultimately approved access from the east via Sloan Canyon Road–Canyon Hill Road (east access) and from the south via Sloan Canyon Road–Baringer Road–Romero Canyon Road/Valley Creek Road (southern access). The access roads would be constructed within existing rights-of-way and easements.

Additionally, staff prepared an Initial Study to analyze the requested plan amendment involving a policy action to reclassify the highway designation of Sloan Canyon Road between Quail Valley Road and Mandolin Canyon Road from a Limited Secondary Highway to a Local Collector Road. Staff recommends that a Negative Declaration is the appropriate environmental document under the California Environmental Quality Act

and the County environmental guidelines. The Initial Study concluded that there is no evidence that the policy action may have a significant impact on the environment.

STAFF 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: Staff recommends that the Regional Planning Commission close the public hearing, and adopt the Negative Declaration, and adopt a resolution recommending approval to the Board of Supervisors of Plan Amendment No. 201400005.

I MOVE THAT THE REGIONAL PLANNING COMMISSION CLOSE THE PUBLIC HEARING AND ADOPT THE NEGATIVE DECLARATION PURSUANT TO STATE AND LOCAL CEQA GUIDELINES.

I MOVE THAT THE REGIONAL PLANNING COMMISSION ADOPT THE RESOLUTION RECOMMENDING APPROVAL TO THE BOARD OF SUPERVISORS OF PLAN AMENDMENT NO. 201400005.

RG:TH

Attachments:

1. Letter from the Los Angeles County Department of Public Works dated April 26, 2004
2. Draft Amendment to the Los Angeles County Master Plan of Highways
3. Proposed Local Collector Road Cross Section for Sloan Canyon Road Map
4. Meeting Minutes from the Interdepartmental Engineering Committee held on January 7, 2015
5. Letter from the Castaic Town Council dated March 12, 2004
6. Letter from the California Department of Transportation dated February 3, 2016
7. Resolution

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

JAMES A. NOYES, Director

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
www.ladpw.org

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91803-1460

April 26, 2004

IN REPLY PLEASE REFER TO FILE: LD-4

Mr. Bob Lewis
President, Castaic Area Town Council
P. O. Box 325
Castaic, CA 91310

Dear Mr. Lewis:

SLOAN CANYON ROAD FROM QUAIL VALLEY ROAD TO HILLCREST PARKWAY

Thank you for your March 12, 2004, letter requesting that we consider vacating a portion of the Sloan Canyon Road alignment west of Quail Valley Road.

Sloan Canyon Road is designated on the County Highway Plan as a Secondary Highway from Quail Valley Road to Oakhorn Avenue and as a Limited Secondary Highway from Oakhorn Avenue to Hasley Canyon Road. Currently, west of Quail Valley Road, Sloan Canyon Road is a private dirt road and most of the right of way needed for the highway does not exist. Projected traffic volumes generated by the buildout of the area falls short of that required for a planned highway. Therefore, we concur with you that there is no need to retain Sloan Canyon Road from Quail Valley Road to Hillcrest Parkway on the County Highway Plan.

We will recommend including the deletion of Sloan Canyon Road from Quail Valley Road to Hillcrest Parkway in the current update of the County General Plan. Should the Board of Supervisors adopt the General Plan update and the highway deletion, adjacent property owners may apply (through Public Works) for the vacation of any existing right of way reserved for Sloan Canyon Road, between Quail Valley Road and Hillcrest Parkway, within their property boundaries.

Mr. Bob Lewis
April 26, 2004
Page 2

If you have any further questions regarding this issue, please contact Mr. Barry S. Witler of our Land Development Division at (626) 458-4351.

Very truly yours,

Tom Rewillard

JAMES A. NOYES
Director of Public Works

HS:ca
P:LDPUB\TRANS\SETO\SLOANXCT.DOC

cc: Supervisor Michael D. Antonovich (Millie Jones, Paul Novak)
Jeff Preach

AMENDMENT TO MASTER PLAN OF HIGHWAYS

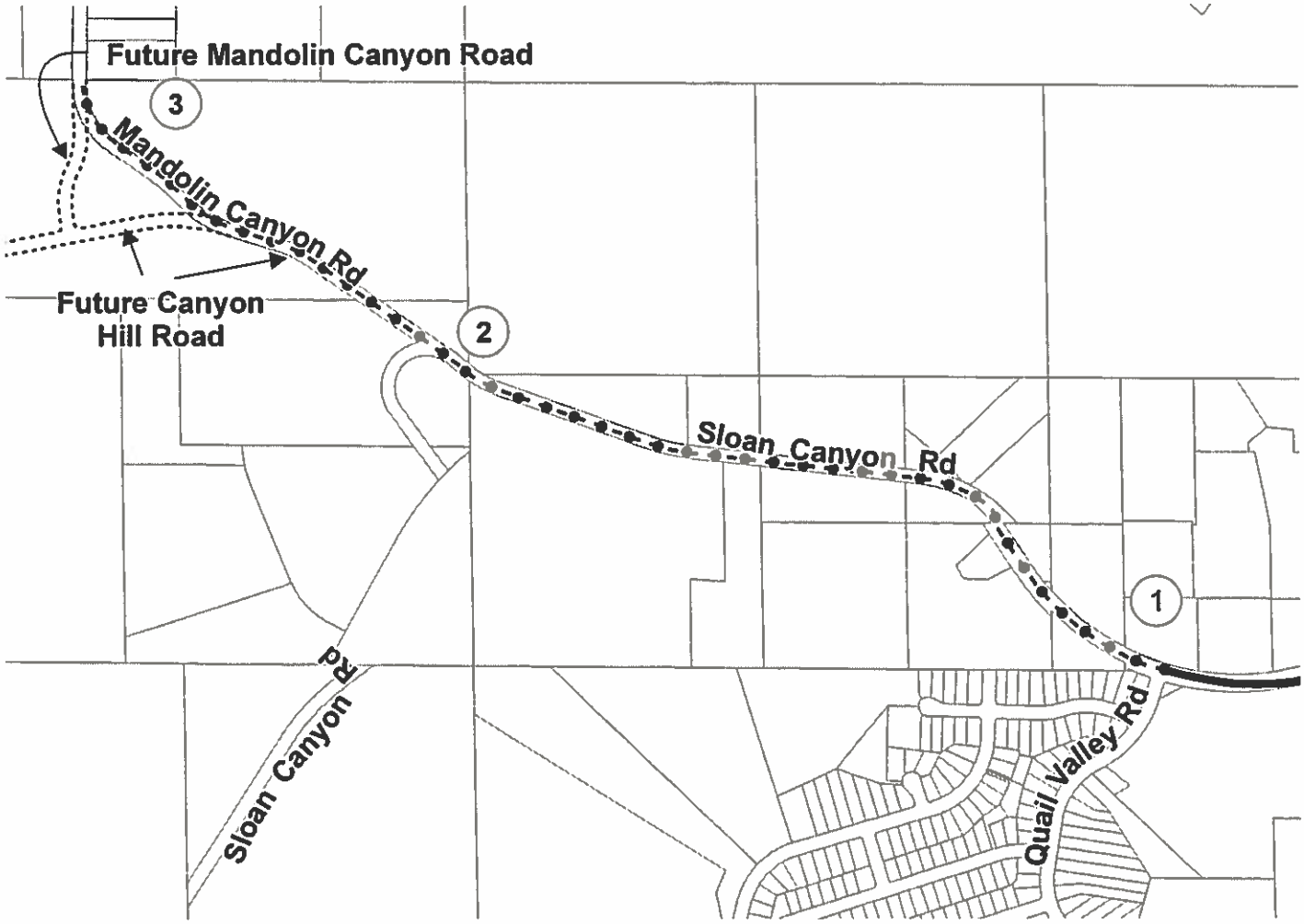
SANTA CLARITA VALLEY COMMUNITY

PLAN AMENDMENT: 201400005

ON: _____

CHANGE TO ADOPTED HIGHWAY PLAN

DELETE PROPOSED LIMITED SECONDARY HIGHWAY ALONG
SLOAN CANYON ROAD AND MANDOLIN CANYON ROAD
FROM QUAIL VALLEY ROAD TO FUTURE REALIGNMENT OF MANDOLIN CANYON ROAD



HIGHWAY PLAN AMENDMENTS:

1. INTERSECTION BETWEEN SLOAN CANYON ROAD AND QUAIL VALLEY ROAD
2. INTERSECTION BETWEEN SLOAN CANYON ROAD AND MANDOLIN CANYON ROAD
3. INTERSECTION BETWEEN MANDOLIN CANYON ROAD AND FUTURE REALIGNMENT OF MANDOLIN CANYON ROAD

LEGEND:

- SECONDARY HIGHWAY - EXISTING
- LIMITED SECONDARY HIGHWAY - PROPOSED

DIGITAL DESCRIPTION: \ZCO\ZD_CASTAIC_CANYON\RPA201400005

THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
STEPHANIE PINCETL, CHAIR
RICHARD J. BRUCKNER, PLANNING DIRECTOR

N

0 400 800 FEET

INTERDEPARTMENTAL ENGINEERING COMMITTEE
MINUTES

County of Los Angeles
Department of Public Works
Department of Regional Planning

Meeting Place: Room 150
Hall of Records
320 West Temple Street
Los Angeles, CA 90012

Meeting Date: January 7, 2015
Meeting Time: 2:00 p.m.

DEPARTMENT REPRESENTATIVES PRESENT
Jeff Pletyak, Department of Public Works
Andrew Ngumba, Department of Public Works
Anish Saraiya, Department of Public Works
Paul McCarthy, Department of Regional Planning
Thuy Hua, Department of Regional Planning

ALSO IN ATTENDANCE
Kurt Lott, Member of the Public
Art Vander Vis, Department of Public Works
Andy Narag, Department of Public Works
Henry Walsh, Sikand Engineering
Jagadeesh Jyothi, Sikand Engineering
Doug Farmer, Sikand Engineering
Randy Wrage, Romero Canyon LLC
Mike Conley, Claremont Homes
Mitch Glaser, Department of Regional Planning
Susie Tae, Department of Regional Planning

DISCUSSION

1. Project No. R2014-03232-(5) (T. Hua)
Plan Amendment No. 201400005
Romero Canyon LLC

The Interdepartmental Engineering Committee (IEC) considered the proposal to downgrade the classification of Sloan Canyon Road between Quail Valley Road and Mandolin Canyon Road from a Limited Secondary Highway to a Local Collector Road.

Regional Planning staff provided a brief overview of the request being made by the applicant, Romero Canyon LLC. Romero Canyon LLC requested a plan amendment to reclassify a 1.1 mile stretch of Sloan Canyon Road from Quail Valley Road west to Mandolin Canyon Road in the community of Castaic from its current classification of Limited Secondary Highway to a Local Collector Road. The request was based on an environmental impact report prepared for the proposed development of Castaic High School. The traffic analysis component of the environmental impact report concluded that this chosen access route along Sloan Canyon Road would not necessitate the development of a Limited Secondary Highway.

It was noted by Regional Planning staff that the IEC reviewed the reclassification of Sloan

Canyon Road in 2010 as a part of the Santa Clarita Valley Area Plan. At the conclusion of those meetings, the Limited Secondary Highway classification on Sloan Canyon Road from Hillcrest Parkway north to the proposed Castaic High School site was removed, while the Limited Secondary Highway classification on Sloan Canyon Road from Quail Valley Road west to the proposed Castaic High School site was retained. The Santa Clarita Valley Area Plan supports the removal of the Limited Secondary Highway classification.

The applicant's agent, Sikand Engineering, provided additional information regarding the project. Sloan Canyon Road was originally designed by the Ion Tract. It does not meet the Limited Secondary Highway standards due to the steepness of the slope (15%).

The IEC posed several questions to Sikand Engineering regarding potential effects of the reclassification of Sloan Canyon Road. The questions and responses are as follows:

1) Will the downgrade of Sloan Canyon Road affect the projected Level of Service?
   - No, the north-south portion of it cannot be built to Limited Secondary Highway standards.
2) Will a Local Collector Road be able to accommodate the road scenarios analyzed in the Certified EIR?
   - Yes, they are addressed in the EIR.
3) Will a Local Collector Road be able to accommodate any required bike paths as noted in the County Bikeway Master Plan?
   - Yes, they are addressed in the EIR.
4) How does the downgrade of Sloan Canyon Road affect the mitigation measures associated with Scenario 1 of the Certified EIR?
   - There will be no effect.

One member of the public expressed concern regarding drainage issues that may arise from the development of the road and wanted to know what measures were going to be taken to ensure that homes downstream will not be affected. Public Works staff stated that construction will have to mitigate for the drainage. Sikand Engineering added that culverts and drainage designs were included as a part of the construction plans to divert water and that the eastern portion of Sloan Canyon Road will have an underground basin with the water diverted to the County. The IEC provided a break for the member of the public to obtain more detailed and technical aspects of the drainage explained to him by Sikand Engineering and Public Works. Subsequent to the break, the member of the public stated that all of his drainage questions were answered and that he was satisfied with the information he was provided.

The member of public concluded his comments by inquiring if the road classification would ever need to be upgraded. The IEC explained that the reclassification would be permanent until another request is initiated. Public Works added that the traffic analysis should accommodate traffic through 2035.

ACTION: ***IEC recommends approval of the reclassification of Sloan Canyon Road from Quail Valley Road to Mandolin Canyon Road from a Limited Secondary Highway to a Local Collector Road.***

For further information, contact Thuy Hua, Department of Regional Planning at (213) 974-6443 between 7:30 AM and 5:30 PM, Monday through Thursday.

PMC:TH

Castaic Area Town Council

Post Office Box 325, Castaic, California 91310 (661) 295-1156 www.castaic.org

James A. Noyes, Director
Los Angeles County Department of Public Works
900 S. Fremont Ave.
Alhambra, CA 91803

March 12, 2004

Re: Abandonment of secondary highway designation - Sloan Canyon west of Quail Valley Rd.

Dear Mr. Noyes;

The Castaic Area Town Council is requesting the Dept. of Public Works to study, review and vacate the excess right of way on the north portion of Sloan Canyon Road west of Quail Valley Road and the Sloan Canyon elementary school site.

The road alignment for the school site makes the 80 foot alignment unnecessary and obsolete, plus the Castaic Area Community Standards District design and density standards for the area north and west of this location do not warrant a road of such size.

Sincerely;

Bob Lewis

Bob Lewis
President
Castaic Area Town Council

cc: Michael D. Antonovich, Supervisor - 5th District
Millie Jones, SCV Field Deputy - 5th District
Paul Novak, Planning Deputy - 5th District

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF REGIONAL PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-0219
FAX: (213) 897-1337

RECEIVED
2016 FEB 10 PM 1:57
DEPT OF REGIONAL PLANNING

Serious drought
Help save water!

February 3, 2016

Thuy Hua
Los Angeles County
320 W. Temple St. 13th Floor
Los Angeles, Ca 90012

Re: Sloan Canyon Road Highway Amendment
Vic: LA-5/ PM 175.79
SCH# 2015121093
IGR# 160137ME-ND

Dear Thuy Hua:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Sloan Canyon Road Highway Amendment.

The proposed Plan Amendment consists of a highway reclassification of a 1.1-mile segment of Sloan Canyon Road between Quail Valley Road and Mandolin Canyon Road The proposed project requests to downgrade this segment of Sloan Canyon Road from a Future Limited Secondary Highway to a Local Collector Road based on forecasted travel demand since it will be developed as a part of the access plan for the construction of the future Castaic High School. This policy action will require an amendment to both the Los Angeles County Highway Plan in the Countywide General Plan and the Circulation Element of the Santa Clarita Valley Area Plan.

The nearest State facility to the proposed project is Interstate-5. Caltrans does not expect project approval to result into a direct adverse impact to the existing State transportation facilities.

However, storm water run-off is a sensitive issue for Los Angeles County. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State Highway facilities without a storm water management plan.

As a reminder, any transporting of heavy construction equipment and/or materials which require the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute periods.

If you have any questions regarding these comments, please contact project coordinator Miya Edmonson, at (213) 897-6536 and refer to IGR/CEQA No 160137ME.

Sincerely,

DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

RESOLUTION
COUNTY OF LOS ANGELES
REGIONAL PLANNING COMMISSION
PROJECT NO. R2014-03232-(5)
PLAN AMENDMENT NO. 201400005

WHEREAS, the Regional Planning Commission of the County of Los Angeles has conducted a public hearing in the matter of Plan Amendment No. 201400005 on May 4, 2016:

WHEREAS, the Regional Planning Commission finds as follows:

1. The project consists of a Plan Amendment to the Los Angeles County General Plan and Santa Clarita Valley Area Plan to amend the Master Plan of Highways, consisting of the reclassification of a 1.1.-mile segment of Sloan Canyon Road between Quail Valley Road and Mandolin Canyon Road from a Limited Secondary Highway to a Local Collector Road in the unincorporated community of Castaic.

2. As a component of the Los Angeles County General Plan and Santa Clarita Valley Area Plan, the Los Angeles County Master Plan of Highways provides policy guidance for building a comprehensive highway network throughout the unincorporated areas and must be amended to reflect the proposed Plan Amendment.

3. The project is related to the development of Sloan Canyon Road for the purpose of providing an east to west access route to and from Castaic High School currently under construction. A certified environmental impact report ("EIR"), assessing traffic impacts, was adopted by the Governing Board of the William S. Hart Union School District on October 17, 2012 with a subsequent addendum certified on July 17, 2013 and a supplemental certified on July 16, 2014.

4. Los Angeles County General Plan Policies M-4.5 and M-7.5 promote the development of roads compatible with the proposed Plan Amendment.

5. Santa Clarita Valley Area Plan Policy C-12.1.2, C-2.2.1, C-2.2.2, and C-2.2.3 promote development of roads compatible with the proposed Plan Amendment.

6. The Santa Clarita Valley Area Plan specifically recommends the removal of the planned limited secondary highway from Sloan Canyon Road between Hillcrest Parkway and Mandolin Canyon Road.

7. The physical development of Sloan Canyon Road will be subject to the standards maintained by the Los Angeles County Department of Public Works and subject to the mitigation measures as identified in the certified EIR and subsequent addendum and supplemental.

8. The Interdepartmental Engineering Committee held a meeting on January 7, 2015 to review and to allow members of the public to comment on the proposed Plan Amendment.

9. An Initial Study was prepared for the proposed Plan Amendment pursuant to the California Environmental Quality Act ("CEQA") and the Environmental Document Reporting Procedures and Guidelines of the County of Los Angeles. The Initial Study demonstrated that there was no substantial evidence that the Plan Amendment will have a significant effect on the environment.

10. A Negative Declaration was prepared for the proposed Plan Amendment in compliance with CEQA, referenced as State Clearinghouse No. 2016011058, and circulated for public comment for a 30-day review period from January 22, 2016 to February 22, 2016.

11. Adoption of the proposed Plan Amendment is consistent with the goals, policies, and programs of the Los Angeles County General Plan and the Santa Clarita Valley Area Plan.

12. Pursuant to the provisions of Sections 22.60.174 and 22.60.175 of the County Code, the community was appropriately notified of the public hearing by mail, newspaper and property posting.

13. 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 the Los Angeles County Department of Regional Planning, 13th Floor, Hall of Records, 320 West Temple Street, Los Angeles, CA 90012. The custodian of such documents and materials shall be the Section Head of the Zoning Permits North Section, Los Angeles County Department of Regional Planning.

THEREFORE, BE IT RESOLVED, that the Regional Planning Commission recommends to the Board of Supervisors of the County of Los Angeles:

1. That the Plan Amendment to the Master Plan of Highways for Sloan Canyon Road between Quail Valley Road and Mandolin Canyon Road from a Limited Secondary Highway to a Local Collector Road serve public health, safety and general welfare and in conformity with good zoning

practice and is compatible with and supportive of the goals and policies of the Los Angeles General Plan and Santa Clarita Valley Area Plan.

2. That the Board of Supervisors adopt the Negative Declaration, dated January 14, 2016, certify its completion and determine that the project will not have a significant impact upon the environment;

3. That the Board of Supervisors find the recommended Plan Amendment is consistent with the Los Angeles County General Plan and Santa Clarita Valley Area Plan;

4. That the Board of Supervisors hold a public hearing to consider the above recommended plan amendment.

I hereby certify that the foregoing resolution was adopted by a majority of the voting members of the Regional Planning Commission on the County of Los Angeles on May 4, 2016.

_____
Rosie Ruiz, Secretary
County of Los Angeles
Regional Planning Commission

VOTE:

Concurring:

Dissenting:

Abstaining:

Absent:

Action Date:

RG:TH
4/20/16

Environmental Checklist Form (Initial Study)

County of Los Angeles, Department of Regional Planning

Project title: "Sloan Canyon Road Highway Amendment"/ Project No. R2014-03232/ Plan Amendment No. 201400005 / Environmental Assessment No. 201400264

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

Contact Person and phone number: Thuy Hua, Senior Regional Planner, (213) 974-6443

Project sponsor's name and address: Henry Walsh, Sikand Engineering Associates, (818) 901-7451

Project location: Sloan Canyon Road between Quail Valley Road and Mandolin Canyon Road in the unincorporated community of Castaic in the Santa Clarita Valley; Zip Code 91384

APN: N/A

USGS Quad: Val Verde

Gross Acreage: N/A

General plan designation: N/A

Community/Area wide Plan designation: Rural Land 1 (RL1 – 1du/ac); Rural Land 2 (RL2 – 1du/2ac)

Zoning: A-2-1 (Heavy Agriculture – 1 acre minimum lot size); A-2-2 (Heavy Agriculture – 2 acre minimum lot size)

Description of project: The proposed Plan Amendment consists of a highway reclassification of a 1.1-mile segment of Sloan Canyon Road between Quail Valley Road and Mandolin Canyon Road in the unincorporated community of Castaic. This segment of Sloan Canyon Road is currently designated as a Future Limited Secondary Highway in the Los Angeles County Highway Plan and Santa Clarita Valley Area Plan and has not yet been developed; it is currently a dirt roadway. Limited Secondary Highways provide a high degree of mobility as major traffic carriers with access to collectors and some local streets and can accommodate 18,000 vehicles per day when operating at Level of Service E. Local Collector Roads connect local streets with arterials and also provide access to adjacent land uses, thus balancing mobility with access and can accommodate 15,000 vehicles per day when operating at Level of Service E. The proposed project requests to downgrade this segment of Sloan Canyon Road from a Future Limited Secondary Highway to a Local Collector Road based on forecasted travel demand since it will be developed as a part of the access plan for the construction of the future Castaic High School. This policy action will require an amendment to both the Los Angeles County Highway Plan in the Countywide General Plan and the Circulation Element of the Santa Clarita Valley Area Plan.

For the purposes of the proposed Plan Amendment and the analysis contained within this Initial Study, references to "proposed project" herein will relate solely to the requested policy action of reclassifying the specified segment of Sloan Canyon Road, not the actual development of the road.

Since the proposed project is related to the development of the future Castaic High School, background information on the Environmental Impact Report prepared for the future Castaic High School is provided below. The scope of the future Castaic High School project includes the development of Sloan Canyon Road. Additionally, given that the construction of the future Castaic High School is a reasonable and foreseeable project, some analysis of the construction of Sloan Canyon Road has been included in this Initial Study using data from the Castaic High School Environmental Impact Report.

The William S. Hart Union School District prepared an Environmental Impact Report for the Castaic High School Project which evaluated the 198-acre project site and the grading and construction of access roads including Sloan Canyon Road between Quail Valley Road and Mandolin Canyon Road. The District's Governing Board certified the Castaic High School Final EIR (State Clearinghouse No. 2004031110) on October 17, 2012. An Addendum to the Castaic High School Final EIR was adopted on July 17, 2013. A Supplemental Environmental Impact Report was adopted on July 16, 2014.

Surrounding land uses and setting:

North: CR – Rural Commercial Land Use Designation; C-RU – Rural Commercial Zone; Vacant lot, Gas station, Tack and Feed Store, and Retail Center
East: CR – Rural Commercial Land Use Designation; C-RU – Rural Commercial Zone; Fast Food Restaurant with Drive-Through (Jack in the Box)
South: SR 14 – Antelope Valley Freeway
West: CR – Rural Commercial Land Use Designation; C-RU-DP – Rural Commercial Development Program Zone; Retail Center

The subject 1.1-mile segment of Sloan Canyon Road between Quail Valley Road and Mandolin Canyon Road is a proposed east-west arterial located in the northwest region of the Santa Clarita Valley in the community of Castaic. The region is surrounded by several significant mountain ranges, including the San Gabriel, Santa Susana, and Sierra Pelona Mountains, in addition to several canyons, valleys, and the Santa Clara River and Castaic Creek beds. Local topography consists of narrow valleys and narrow ridgetops, separated by exceptionally steep and highly eroded slopes. Ridges and valleys are dendritic in form, narrow, with evidence of several landslides apparent in the vicinity. The area is in a natural undeveloped state with the exception of a few dirt roads. It has both gentle hills and rugged steep slopes surrounding canyons. Ridgelines that run north to south are located along the western and central portions of the subject area.

The land immediately surrounding the site consists of private lands; the U.S. Forest Service is the nearest public land, approximately three miles to the northwest. Various rural residences exist in the area and more dense residential development is to the east. North and west of the area the land is mostly undeveloped. Small residential developments occur to the west and around the southern roads south of Sloan Canyon Road.

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

Public Agency	*Approval Required*
Los Angeles County Department of Public Works	Grading, Building

Major projects in the area:

Project/Case No.	*Description and Status*
Castaic High School	198 acre project site with 58 of those acres for the development of the high school campus. Initial stages of construction.

Reviewing Agencies:

Responsible Agencies

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

Special Reviewing Agencies

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

Regional Significance

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

Trustee Agencies

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

County Reviewing Agencies

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

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

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

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

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

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

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

Signature (Prepared by) — Date: JANUARY 14, 2016

Signature (Approved by) — Date: 1/14/16

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources the Lead Department cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the Lead Department has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level. (Mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced.)

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

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

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

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

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

1. AESTHETICS

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐

A scenic vista is an area that is designated, signed, and accessible to the public for the express purposes of viewing and sightseeing. This includes areas designated by a federal, state, or local agency. Although there are several locations in the area where recreational viewers can stop and look at the site and surroundings, there are no designated scenic vistas on or near this segment of Sloan Canyon Road.

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

The Santa Clarita Valley Area Plan Master Plan for Trails in the Santa Clarita Valley Map and Los Angeles County General Plan Regional Trail System Map show the location of all existing and proposed trails in the Santa Clarita Valley. There are currently no developed trails along this route or within its proximity. An adopted proposed County trail runs along Sloan Canyon Road and includes the segment between Quail Valley Road and Mandolin Canyon. As residential development comes into the area, a multi-purpose trail would be constructed along the side of the road. The multi-purpose trail would not be constructed as a part of the project.

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

The Los Angeles County General Plan Scenic Highways Map shows the location of adopted scenic highways. Additionally, Caltrans maintains a list of officially designated state scenic highways. Sloan Canyon Road is not designated as a State Scenic Highway.

d) Substantially degrade the existing visual character or quality of the site and its surroundings because of height, bulk, pattern, scale, character, or other features?	☐	☐	☒	☐

The project would involve mass grading for the access route along Sloan Canyon Road in addition to the rest of the grading necessary for the school campus, engineered slopes, and landslide removals next to the school campus. Existing vegetation would be removed from all of the areas to be graded. After completion of grading the slopes would be landscaped. The project would replace existing hills, canyons, and vegetation with the roadway. Grading and construction of Sloan Canyon Road will alter the existing natural terrain and existing conditions.

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

The eventual development of Sloan Canyon Road will not create a new source of shadows, light, or glare that would affect views in the area. The road itself will be flat on the ground and paved with a non-reflective material. There will be no vertical components as a part of the road that will create any aforementioned issues.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed project consists of a policy action to reclassify the 1.1-mile segment of Sloan Canyon Road between Quail Valley Road and Mandolin Canyon Road from its current designation of Future Limited Secondary Highway to Local Collector Road. This road segment is currently undeveloped and will be constructed in conjunction with the development of the future Castaic High School. Analysis of the potential impacts of the construction of this road segment is included in the Castaic High School Environmental Impact Report. Additionally, the Santa Clarita Valley Area Plan contains a policy statement supporting the elimination of the Limited Secondary Highway designation from this segment of Sloan Canyon Road. While the policy action proposed by the project will not have an effect on the environment, the physical construction of the road will need to comply with all local, state, and federal road standards.

Limited Secondary Highways provide a high degree of mobility as major traffic carriers with access to collectors and some local streets and can accommodate 18,000 vehicles per day when operating at Level of Service E. Local Collector Roads connect local streets with arterials and also provide access to adjacent land uses, thus balancing mobility with access and can accommodate 15,000 vehicles per day when operating at Level of Service E. The proposed project requests to downgrade this segment of Sloan Canyon Road to a Local Collector Road based on forecasted travel demand since it will be developed as a part of the access plan for the construction of the future Castaic High School.

2. AGRICULTURE / FOREST

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒

Pursuant to the 2012 Los Angeles County Important Farmland Map prepared by the Farmland Mapping and Monitoring Program of the California Resources Agency, there are no mapped farmlands identified spanning the length of the road segment although there is grazing land.

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

The subject road segment is not zoned for agricultural use or designated as an Agricultural Opportunity Area or with a Williamson Act contract. It is planned for as a roadway.

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

The subject road segment is not located within forest land or zoning for forest land or timberland.

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

The subject road segment is not located within forest land or zoning for forest land.

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

The subject road segment does not impact farmland conversion, agricultural use, or conversion of forest land because it is not located within any of these areas.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed project consists of a policy action to reclassify the 1.1-mile segment of Sloan Canyon Road between Quail Valley Road and Mandolin Canyon Road from its current designation of Future Limited Secondary Highway to Local Collector Road. This road segment is currently undeveloped and will be constructed in conjunction with the development of the future Castaic High School. Analysis of the potential impacts of the construction of this road segment is included in the Castaic High School Environmental Impact Report. Additionally, the Santa Clarita Valley Area Plan contains a policy statement supporting the elimination of the Limited Secondary Highway designation from this segment of Sloan Canyon Road. While the policy action proposed by the project will not have an effect on the environment, the physical construction of the road will need to comply with all local, state, and federal road standards.

Limited Secondary Highways provide a high degree of mobility as major traffic carriers with access to collectors and some local streets and can accommodate 18,000 vehicles per day when operating at Level of Service E. Local Collector Roads connect local streets with arterials and also provide access to adjacent land uses, thus balancing mobility with access and can accommodate 15,000 vehicles per day when operating at Level of Service E. The proposed project requests to downgrade this segment of Sloan Canyon Road to a Local Collector Road based on forecasted travel demand since it will be developed as a part of the access plan for the construction of the future Castaic High School.

3. AIR QUALITY

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

The subject road segment is located within the South Coast Air Quality Management District region. CEQA requires that general plans be evaluated for consistency with the Air Quality Management Plan. The Santa Clarita Valley Area Plan, the community plan for which the subject project is located, evaluated Sloan Canyon Road as a Limited Secondary Highway which is a more intensive use than the proposed Local Collector Road classification. The Limited Secondary Highway designation, as a more intensive classification, was consistent with the Air Quality Management Plan and therefore the lower intensity classification would also be consistent.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐

Construction activities produce combustion emissions from various sources. During the construction of Sloan Canyon Road, emissions would primarily be exhaust emissions from powered construction equipment, dust generated by earthmoving, excavation, and other construction activities, motor vehicle emissions associated with vehicle trips, and emissions from BOC from the application of asphalt, paints, and coatings. Grading activities produce fugitive dust emissions from soil-disturbing activities. Exhaust emissions from construction activities onsite would vary daily as construction activity levels change. Mitigation measures were included in the Castaic High School Environmental Impact Report for this impact.

This proposed Project involves a legislative action changing the roadway classification of Sloan Canyon Road from a Limited Secondary Highway to a less intensive Local Collector road classification. Thus while the construction of the road will produce impacts, this policy change does not increase impacts.

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

The construction of Sloan Canyon Road will result in the generation of short-term emissions that exceed thresholds of criteria pollutants. The emissions would primarily be 1) exhaust emissions from powered

construction equipment, 2) dust generated by earthmoving, excavation, and other construction activities, 3) motor vehicle emissions associated with vehicle trips, and 4) emissions of VOC from the application of asphalt, paints, and coatings. Grading activities produce fugitive dust emissions from soil disturbing activities. Exhaust emissions from construction activities onsite would vary daily as construction activity levels change.

The Castaic High School EIR covers the air quality analysis for the construction of Sloan Canyon Road along with all other related construction activities for the high school. The implementation of mitigation measures would reduce the air quality impacts, but not to less than significant levels. Thus, a Statement of Overriding Considerations (Castaic High School EIR, Statement of Overriding Considerations, pages 15-17) was prepared to address the exceedance of the air quality thresholds that would cumulatively contribute to the nonattainment designations of the South Coast Air Basin Air Quality Management District.

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

LSTs are the amount of project-related emissions at which localized concentrations would exceed the ambient air quality standards for criteria air pollutants for which the South Coast Air Quality Management District is designated nonattainment. Construction equipment exhaust combined with fugitive particulate matter emissions has the potential to expose sensitive receptors to substantial concentrations of various emissions.

The Castaic High School EIR covers the air quality analysis for the construction of Sloan Canyon Road along with all other related construction activities for the high school. The implementation of mitigation measures would reduce the air quality impacts, but not to less than significant levels. Thus, a Statement of Overriding Considerations (Castaic High School EIR, Statement of Overriding Considerations, page 17) was prepared to address the exposure of sensitive receptors to substantial pollutant concentrations.

e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

There will be no objectionable odors created that would affect a substantial number of people from the construction of Sloan Canyon Road.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed project consists of a policy action to reclassify the 1.1-mile segment of Sloan Canyon Road between Quail Valley Road and Mandolin Canyon Road from its current designation of Future Limited Secondary Highway to Local Collector Road. This road segment is currently undeveloped and will be constructed in conjunction with the development of the future Castaic High School. Analysis of the potential impacts of the construction of this road segment is included in the Castaic High School Environmental Impact Report. Additionally, the Santa Clarita Valley Area Plan contains a policy statement supporting the elimination of the Limited Secondary Highway designation from this segment of Sloan Canyon Road. While the policy action proposed by the project will not have an effect on the environment, the physical construction of the road will need to comply with all local, state, and federal road standards.

Limited Secondary Highways provide a high degree of mobility as major traffic carriers with access to collectors and some local streets and can accommodate 18,000 vehicles per day when operating at Level of Service E. Local Collector Roads connect local streets with arterials and also provide access to adjacent land uses, thus balancing mobility with access and can accommodate 15,000 vehicles per day when operating at Level of Service E. The proposed project requests to downgrade this segment of Sloan Canyon Road to a Local Collector Road based on forecasted travel demand since it will be developed as a part of the access plan for the construction of the future Castaic High School.

4. BIOLOGICAL RESOURCES

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

The development of Sloan Canyon Road would impact slender mariposa lily found on about 0.04 acre in and around the proposed alignment of Mandolin Canyon Road. None of the other targeted sensitive species for which focused surveys were conducted were identified within the roadway alignments, and no federally or state-listed (threatened or endangered) plant species were identified in the roadway alignments. Habitat moderately suitable for San Fernando Valley spineflower occurs in the roadway alignments; San Fernando Valley spineflower is state-listed endangered and on CNPS List 1B.

The Castaic High School EIR covers the air quality analysis for the construction of Sloan Canyon Road along with all other related construction activities for the high school. The implementation of mitigation measures are feasible and avoid or substantially lessen potentially significant biological resources impacts to a less than significant level for the reasons set forth in the EIR. A Statement of Overriding Considerations (Castaic High School EIR, Statement of Overriding Considerations, page 18-19) was prepared to address the impacts and include mitigation measures that are to be implemented.

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

There are 121 oak trees in the study areas 300 feet wide along the road alignments. The final design of the roadways has not yet been completed; therefore, the number of oak trees that would be removed by the project cannot be determined currently. As a conservative analysis, it is assumed that all 121 oak trees in the alignments of Valley Creek Road, Sloan Canyon Road, Mandolin Canyon Road, Harp Canyon Road, and North Romero Canyon Road would be removed by the project. While the Los Angeles County Oak Tree Ordinance does not apply to the school district, the school district is using the ordinance and California Department of Fish & Wildlife permit requirements to determine impact significance and mitigation requirements.

The Castaic High School EIR covers the biology analysis for the construction of Sloan Canyon Road along with all other related construction activities for the high school. The implementation of mitigation measures are feasible and avoid or substantially lessen potentially significant biological resources impacts to

a less than significant level for the reasons set forth in the EIR. A Statement of Overriding Considerations (Castaic High School EIR, Statement of Overriding Considerations, page 19) was prepared to address the impacts and include mitigation measures that are to be implemented.

c) Have a substantial adverse effect on federally or state protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, and drainages) or waters of the United States, as defined by § 404 of the federal Clean Water Act or California Fish & Game code § 1600, et seq. through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐

The alignments of the eastern and southern access routes contain 3.98 acres of coast live oak woodland. Some of the coast live oak woodland found in the roadway alignments occurs around disturbed and developed residential sites; however, it is assumed here that all of the coast live oak woodland in the roadway alignments is a sensitive plant community. The alignments surveyed for the Biology report were 300 feet wide; the actual disturbance areas would be 80-foot-wide rights-of-way plus scattered areas to be graded for landslide removals. Thus, the actual disturbance area would be somewhat smaller than 3.98.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐

Trees and shrubs in the roadway alignments could be used by nesting migratory birds. Site clearance would remove trees and shrubs and thus could remove vegetation used for nesting by migratory birds. The potential impacts from this clearance are addressed in the Castaic High School Environmental Impact Report and mitigation measures that are implemented will reduce the potential impacts associated with biological resources to a level that is less than significant.

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

The alignments of the eastern and southern access routes which include Sloan Canyon Road contain 3.98 acres of coast live oak woodland. Some of the coast live oak woodland found in the roadway alignments occurs around disturbed and developed residential sites; however, it is assumed here that all of the coast live oak woodland in the roadway alignments is a sensitive plant community. The alignments surveyed for the Biology Report were 300 feet wide; the actual disturbance areas would be 80-foot-wide rights-of-way plus scattered areas to be graded for landslide removals. Thus, the actual disturbance area would be somewhat smaller than 3.98 acres. The potential impacts are addressed in the Castaic High School Environmental

Impact Report and mitigation measures that are implemented will reduce the potential impacts associated with biological resources to a level that is less than significant.

f) Conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.56, Part 16), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, § 22.56.215), and Sensitive Environmental Resource Areas (SERAs) (L.A. County Code, Title 22, Ch. 22.44, Part 6)?	☐	☐	☒	☐

Sloan Canyon Road is not located in a Significant Ecological Area. Impacted oak trees are proposed to be replaced at a minimum ratio of 2:1 which is consistent with the Los Angeles County Oak Tree Ordinance.

g) Conflict with the provisions of an adopted state, regional, or local habitat conservation plan?	☐	☐	☐	☒

There are no habitat conservation plans that cover the subject road or area.

EVALUATION OF ENVIRONMENTAL IMPACTS:

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Limited Secondary Highways provide a high degree of mobility as major traffic carriers with access to collectors and some local streets and can accommodate 18,000 vehicles per day when operating at Level of Service E. Local Collector Roads connect local streets with arterials and also provide access to adjacent land uses, thus balancing mobility with access and can accommodate 15,000 vehicles per day when operating at Level of Service E. The proposed project requests to downgrade this segment of Sloan Canyon Road to a Local Collector Road based on forecasted travel demand since it will be developed as a part of the access plan for the construction of the future Castaic High School.

5. CULTURAL RESOURCES

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines § 15064.5?	☐	☐	☒	☐

There are three historical resources within a 0.5-mile radius of the proposed school site: a cabin foundation with dirt access road, a rock cairn, and a few glass fragments. None of these are listed on the National Register of Historic Places or the California Register of Historical Resource. None of the resources have unique workmanship or materials or association with historically important persons or events and thus do not meet significance criteria under CEQA. Additionally, while the Upper Santa Clara Valley region is associated with three events of historical significance to California (oil mining, gold mining, and collapse of the St. Francis Dam), the school site falls outside the areas of major historical development and use in the region.

Sloan Canyon Road was identified as a historic resource, but not a significant historic resource, and development of the proposed access road on the historic alignment of this roadway would not damage historically significant resources. However, given the over 200-year record of Euro-American habitation in the Upper Santa Clara River Valley, and the presence of three historic resources within 0.5 mile of the project site, there is some possibility that historic resources could be buried in site soils and that such resources may be damaged by site grading and construction activities.

Possible destruction of historic resources would be a significant impact but implementation of mitigation measures as outlined in the Castaic High School Environmental Impact Report would reduce the impact to less than significant.

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

The records searches and field surveys conducted in December 2007, April 2010, and January 2012 did not identify any archaeological resources on the proposed school site. However, considering the archaeological evidence for Native American habitation of the Upper Santa Clara River Valley from at least 3500 BP and the archaeological site found within the project site, there is the potential for more archeological resources to be unearthed during grading and construction.

Possible destruction of archeological resources would be a significant impact but the same mitigation measures employed to address a) above would reduce the impact to less than significant.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, or contain rock formations indicating	☐	☐	☒	☐

potential paleontological resources?

Grading of the school site would involve a significant amount of earthwork for the school site, landslide areas, and roadways. Saugus Formation conglomerate and sandstone, which underlies much of the access road alignments including Sloan Canyon Road, have yielded a number of vertebrate fossil specimens from Hasley Canyon and Castaic Creek. Site grading and excavation could disturb Saugus Formation bedrock and could thus impact paleontological resources anticipated to occur in the onsite bedrock.

Possible destruction of paleontological resources would be a significant impact but implementation of mitigation measures found in the Castaic High School Environmental Impact Report would reduce the impact to less than significant.

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

The study conducted for the Castaic High School Initial Study substantiates that such impacts would be less than significant.

EVALUATION OF ENVIRONMENTAL IMPACTS:

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6. ENERGY

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Conflict with Los Angeles County Green Building Ordinance (L.A. County Code Title 22, Ch. 22.52, Part 20 and Title 21, § 21.24.440) or Drought Tolerant Landscaping Ordinance (L.A. County Code, Title 21, § 21.24.430 and Title 22, Ch. 22.52, Part 21)?	☐	☐	☒	☐

At the time when Sloan Canyon Road is to be constructed, it will be required to comply with all regulations pertaining to Green Building and Drought Tolerant Landscaping applicable to the development of roads that is administered by the Department of Public Works.

b) Involve the inefficient use of energy resources (see Appendix F of the CEQA Guidelines)?	☐	☐	☐	☒

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7. GEOLOGY AND SOILS

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known active fault trace? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒

The closest fault trace is located within the Newhall quadrangle approximately 4.5 miles southeast of the subject area. The San Andreas fault trace is located approximately 17 miles northeast of the subject area. There are no active fault traces or seismic zones within or next to the subject area.

ii) Strong seismic ground shaking?	☐	☐	☒	☐

The peak earthquake ground acceleration estimated to occur onsite with a 2 percent chance in 50 years, that is, an average return period of 2,475 years, is 0.69g where is the acceleration of gravity. The California Building Code requires seismic parameters for use in the project design and would reduce any hazards from ground shaking to less than significant.

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

An alluvial canyon runs along Sloan Canyon Road. A *May 2010 geotechnical study was prepared for the conceptual proposal of the high school but did not include analysis of impacts to the roadways that are to be constructed. A **November 2010 geotechnical study was also prepared for the grading plans for the school but specific analysis for the roadways may be necessary. Geotechnical designs for the construction of Sloan Canyon Road shall be compliant with the Department of Public Works' requirements.

* Geotechnical Desktop Study, New Castaic High School; Fugro; May 2010: http://www.hart.k12.ca.us/files/docs/castaic_DEIR/Appendix%20F-2.pdf

** Geologic Hazards and Soils Investigation Report, Castaic Area High School Site; Geolabs; November 12, 2010: http://www.hart.k12.ca.us/files/docs/castaic_DEIR/Appendix%20F.pdf

iv) Landslides? ☐ ☐ ☒ ☐

The western and eastern ends of this segment of Sloan Canyon Road are located within landslide zones. The grading plan includes cut grading below the western landslide area while the eastern part of the landslide would be buried by planned fill grading. Because of the amount of previous landslide activity on the project site, landslides are considered a significant impact. Conditions would reduce this impact to less than significant as required by the Department of Public Works.

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

Grading for project access roads would involve 1.63 million cubic yards of cut and 348,000 cubic yards of fill. Project grading and construction activities would temporarily expose large amounts of soil and could thus result in substantial erosion.

The State Water Resources Control Board contains water quality standards and storm water discharge requirements applying to construction projects of one acre or more in area. Such projects are required to prepare and implement a Stormwater Pollution Prevention Plan specifying best management practices with the aims of reducing or eliminating soil erosion from construction sites. The Department of Public Works administers the best management practices.

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

The project site would require significant grading, excavation of hillsides, and filling of canyons. Following removal of sediment and rock, engineered soil would be used for fill to depths of nearly 160 feet in some places. This amount of fill material would be susceptible to subsidence and settlement. Because of the depth and amount of fill material required to level the site and roadways, subsidence and settlement are considered a significant impact. Mitigation measures would reduce this impact to less than significant.

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

Because the geotechnical studies did not provide analysis specific to the roadways that are to be constructed. Expansive soils were found for the high school project site. As such, it may exist in areas underlying the proposed roadway. Additional soil sampling and testing may be necessary. Mitigation measures would reduce this impact to less than significant as required by the Department of Public Works.

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

Onsite wastewater treatment systems are not proposed as a part of the development of Sloan Canyon Road.

f) Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, § 22.56.215) or hillside design standards in the County General Plan Conservation and Open Space Element?	☐	☐	☒	☐

There must be compliance with roadway standards administered by the Department of Public Works.

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8. GREENHOUSE GAS EMISSIONS

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

Construction of Sloan Canyon Road will generate greenhouse gas emissions through the use of onsite construction equipment and offsite vehicle trips from construction workers and haul/delivery trucks that travel to and from the project site. Project related construction emissions are amortized over a 30-year period in accordance with the South Coast Air Quality Management District's proposed methodology.

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

The Southern California Association of Government's 2012 Regional Transportation Plan / Sustainable Communities Strategy was adopted pursuant to the requirements of Senate Bill 375. It targets per capita GHG reduction from passenger vehicles and light duty trucks, incorporating projected land uses, in the Southern California region. The development of Sloan Canyon Road is consistent with the Highway Plan. The reclassification to a downgraded class reduces the potential impacts it may have.

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9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials?	☐	☐	☒	☐

Construction activities such as onsite fueling or servicing of construction equipment may require the transport, storage, use, or disposal of some hazardous materials. Use of the construction-related materials would be short term and would be subject to federal, state, and local health and safety requirements. Project construction would involve grading, excavation, trenching, and other activities with the potential to release soil materials or residues into the environment. Potential impacts associated with the release of these materials may occur if the site was previously used for purposes involving the storage or use of hazardous materials or otherwise contains materials considered hazardous.

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

No hazardous materials sites were listed on or next to any of the roadway alignments including Sloan Canyon Road. Development of Sloan Canyon Road would not create hazards due to accidental release of known existing hazardous materials.

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

The Initial Study completed for the Castaic High School which includes the analysis for the construction of Sloan Canyon Road substantiated that impacts associated with hazardous emissions would be less than significant.

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

Sloan Canyon Road is not located on a hazardous materials sites list.

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

Sloan Canyon Road is not located within two miles of a public airport or public use airport.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

The Los Angeles County Operational Area Emergency Response Plan would not be adversely impacted by the development of Sloan Canyon Road. The Fire Department would review plans during project planning and require emergency access and turning radii for firefighting vehicles; number and spacing of fire hydrants; and required fire flow in water mains serving the project.

h) Expose people or structures to a significant risk of loss, injury or death involving fires, because the project is located:				
i) within a Very High Fire Hazard Severity Zones (Zone 4)?	☐	☐	☒	☐
ii) within a high fire hazard area with inadequate access?	☐	☐	☒	☐
iii) within an area with inadequate water and pressure to meet fire flow standards?	☐	☐	☒	☐
iv) within proximity to land uses that have the potential for dangerous fire hazard?	☐	☐	☒	☐
i) Does the proposed use constitute a potentially dangerous fire hazard?	☐	☐	☐	☒

EVALUATION OF ENVIRONMENTAL IMPACTS:

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10. HYDROLOGY AND WATER QUALITY

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐

The construction and operational phases of Sloan Canyon Road could have the potential to impact water quality. Construction activities may impact water quality due to sheet erosion of exposed soils. The operational phase would alter the existing land use and would consequently alter the anticipated potential pollutant sources the site. Site design, source, and treatment control project design features would address the anticipated and expected pollutants of concern from the operational phase of the project. Additional the project would comply with all applicable rules and regulations to reduce non-stormwater discharges by designing, constructing, and operating to ensure the preservation of water quality. Strict compliance with applicable mandatory stormwater and permit requirements would ensure that no water quality standards or discharge requirements are violated. Compliance with all applicable rules and regulations, including the provisions of the National Pollutant Discharge Elimination System General Permit and preparation and implementation of the Stormwater Pollution Prevention Plan and Standard Urban Stormwater Mitigation Plan, would reduce construction and post-construction impacts to water quality to a less than substantial impact.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐

Groundwater recharge may be reduced if areas currently available for the infiltration of rainfall runoff are reduced and permeable areas located above groundwater basins are replaced by impermeable surfaces. Sloan Canyon Road is located within the Santa Clara River Valley East Groundwater Subbasin, which includes an Alluvial Aquifer and a deeper Saugus Aquifer. However, borings advanced at the Castaic High School site did not encounter groundwater to a maximum depth of 70 feet bgs. In addition, there are no public or private groundwater wells located within a mile of the site. Therefore, groundwater extraction in this area is limited.

The construction of Sloan Canyon Road will include the development of impermeable surfaces.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐

Most of the potential erosion and siltation impacts would occur during the construction phase. During construction, the project site would be cleared of vegetation in preparation for grading, which would expose loose soil to potential wind and water erosion. If not controlled, the transport of these materials to local waterways would temporarily increase suspended sediment concentrations and release pollutants attached to sediment particles into local waterways.

The alignment of Sloan Canyon Road is immediately south of a blue line stream. The construction of Sloan Canyon Road and the impermeable materials to be used will likely change the drainage pattern of the immediately surrounding areas. Such potential impacts are addressed in the Castaic High School Environmental Impact Report.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐

Development of Sloan Canyon Road would permanently alter the existing drainage patterns, which could result in increased runoff. Potential impacts associated with increased runoff include the potential to exceed the capacity of stormwater conveyance systems, causing erosion problems and resulting in on-or offsite flooding. Increased runoff results from an increase in the impervious areas at the site or changes in land us that alter the direction of flow.

Construction of the road would use best management practices and comply with the Standard Urban Stormwater Management Plan requirements. Proposed storm drains, area drains, and detention and retention basins would be employed.

e) Add water features or create conditions in which standing water can accumulate that could increase habitat for mosquitoes and other vectors that transmit diseases such as the West Nile virus and result in increased pesticide use?	☐	☐	☒	☐

Proposed storm drains, area drains, and detention and retention basins would be employed.

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

Development of Sloan Canyon Road would permanently alter the existing drainage patterns, which could result in increased runoff. Potential impacts associated with increased runoff include the potential to exceed the capacity of stormwater conveyance systems, causing erosion problems and resulting in on-or offsite flooding. Increased runoff results from an increase in the impervious areas at the site or changes in land us that alter the direction of flow.

Construction of the road would use best management practices and comply with the Standard Urban Stormwater Management Plan requirements. Proposed storm drains, area drains, and detention and retention basins would be employed.

g) Generate construction or post-construction runoff that would violate applicable stormwater NPDES permits or otherwise significantly affect surface water or groundwater quality?	☐	☐	☒	☐

The construction and operational phases of Sloan Canyon Road could have the potential to impact water quality. Construction activities may impact water quality due to sheet erosion of exposed soils. The operational phase would alter the existing land use and would consequently alter the anticipated potential pollutant sources the site. Site design, source, and treatment control project design features would address the anticipated and expected pollutants of concern from the operational phase of the project. Additional the project would comply with all applicable rules and regulations to reduce non-stormwater discharges by designing, constructing, and operating to ensure the preservation of water quality. Strict compliance with applicable mandatory stormwater and permit requirements would ensure that no water quality standards or discharge requirements are violated. Compliance with all applicable rules and regulations, including the provisions of the National Pollutant Discharge Elimination System General Permit and preparation and implementation of the Stormwater Pollution Prevention Plan and Standard Urban Stormwater Mitigation Plan, would reduce construction and post-construction impacts to water quality to a less than substantial impact.

h) Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84 and Title 22, Ch. 22.52)?	☐	☐	☒	☐

There will be compliance to this ordinance as required by the Department of Public Works.

i) Result in point or nonpoint source pollutant discharges into State Water Resources Control Board-designated Areas of Special Biological Significance?	☐	☐	☐	☒

The subject area is not located in a designated Area of Special Biological Significance. The closest designated area is located along the Santa Monica Mountains coastal area approximately 30 miles southwest of the subject area.

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

No onsite wastewater treatment systems are proposed as a part of the project.

k) Otherwise substantially degrade water quality? ☐ ☐ ☒ ☐

Pollutants commonly associated with construction sites that can impact stormwater are sediments, nutrients, trace metals, pesticides, oil, grease, fuels, and miscellaneous construction wastes. Implementation of the best management practices in the Stormwater Pollution Prevention Plan and Wet Weather Erosion Control Plan would reduce potential impacts.

l) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, or within a floodway or floodplain? ☐ ☐ ☐ ☒

Housing is not a component of the development of Sloan Canyon Road.

m) Place structures, which would impede or redirect flood flows, within a 100-year flood hazard area, floodway, or floodplain? ☐ ☐ ☐ ☒

The alignment of Sloan Canyon Road is located in a 500-year flood plain. There are no structures proposed in the road.

n) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? ☐ ☐ ☒ ☐

The initial study for the Castaic High School included this analysis and substantiated that impacts associated with this would be less than significant.

o) Place structures in areas subject to inundation by seiche, tsunami, or mudflow? ☐ ☐ ☒ ☐

Structures will not be located in the roadway. It is possible that a seiche could occur at Castaic Lake in the event of a significant earthquake. However, any water that would overtop Castaic Dam would follow the same pathway as shown on the dam inundation map and would not result in flooding along Sloan Canyon Road. This location will not be affected by tsunamis due to its location approximately 31 miles inland from the Pacific Ocean. The area is hilly and rugged with steep slopes and alluvial-filled canyon bottoms. The area is subject to forest fires and loss of vegetation, which makes it susceptible to debris or mud flows.

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11. LAND USE AND PLANNING

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

The development of Sloan Canyon Road will provide extended access to the western side of the community.

b) Be inconsistent with the applicable County plans for the subject property including, but not limited to, the General Plan, specific plans, local coastal plans, area plans, and community/neighborhood plans?	☐	☐	☒	☐

The Santa Clarita Valley Area Plan recommends that the Limited Secondary Highway designation be removed from the Highway Plan as a result of the Area Plan traffic analysis.

c) Be inconsistent with the County zoning ordinance as applicable to the subject property?	☐	☐	☐	☒

Not applicable.

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

Based on the initial study completed for the Castaic High School Environmental Impact Report, the analysis substantiated that the impacts would be less than significant.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The proposed project consists of a policy action to reclassify the 1.1-mile segment of Sloan Canyon Road between Quail Valley Road and Mandolin Canyon Road from its current designation of Future Limited Secondary Highway to Local Collector Road. This road segment is currently undeveloped and will be constructed in conjunction with the development of the future Castaic High School. Analysis of the potential impacts of the construction of this road segment is included in the Castaic High School Environmental Impact Report. Additionally, the Santa Clarita Valley Area Plan contains a policy statement supporting the elimination of the Limited Secondary Highway designation from this segment of Sloan Canyon Road. While the policy action proposed by the project will not have an effect on the environment, the physical construction of the road will need to comply with all local, state, and federal road standards.

Limited Secondary Highways provide a high degree of mobility as major traffic carriers with access to collectors and some local streets and can accommodate 18,000 vehicles per day when operating at Level of

Service E. Local Collector Roads connect local streets with arterials and also provide access to adjacent land uses, thus balancing mobility with access and can accommodate 15,000 vehicles per day when operating at Level of Service E. The proposed project requests to downgrade this segment of Sloan Canyon Road to a Local Collector Road based on forecasted travel demand since it will be developed as a part of the access plan for the construction of the future Castaic High School.

12. MINERAL RESOURCES

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

EVALUATION OF ENVIRONMENTAL IMPACTS:

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13. NOISE

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

Noise levels will increase in this area with the construction of Sloan Canyon Road from automobiles travelling the road where there previously was no development. The noise will not be stationary or constant as the road will primarily serve as an access route to Castaic High School.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐

Use of Sloan Canyon Road would not generate substantial selves of vibration due to the lack of vibration-generating sources. Construction activities generate varying degrees of ground vibration, depending on the construction procedures, construction equipment used, and proximity to vibration-sensitive uses.

Based on the design of the road the location of the nearest structures are a minimum of 30 feet from the right-of-way. Using the methodologies recommended by the Federal Transit Administration, the operation of heavy equipment would not cause vibration levels to exceed the FTA threshold of 0.2 inch/sec. Therefore, vibration-induced impacts to the nearby structures would be less than significant.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from parking areas?	☐	☐	☒	☐

Noise levels will increase in this area with the construction of Sloan Canyon Road from automobiles travelling the road where there previously was no development. The noise will not be stationary or constant as the road will primarily serve as an access route to Castaic High School. Traffic noise levels were estimated using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model.

Site observations and a review of aerial photography show that roadway segments including Sloan Canyon Road include several homes immediately adjacent to the road. The homes along Sloan Canyon Road between Bobcat Way and Parker Road and on Parker Road between Sloan Canyon Road to Cherry Drive have adjacent sound walls. It is expected that the barriers adjacent to these homes would provide noise attenuation to the first floor and backyard area. The amount of noise reduction is dependent on site specific geometry such as road elevation, pad elevation, floor heights, barrier height, and distance from the road, therefore, the specific noise reduction provided by these barriers cannot be determined without more detailed analyses. As a result, significant noise increase may occur at these locations.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project, including noise from amplified sound systems?	☐	☐	☒	☐

Based on the noise criteria as established in the Los Angeles County Code, construction activities occurring outside the hours of 7:00 AM to 7:00 PM and project-related construction noise from mobile heavy construction equipment exceeding 60 dBA at the property line of a noise-sensitive receptor would be considered a significant impact.

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

The project area is not located within the above mentioned parameters.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

The project area is not located within the above mentioned parameter.

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The proposed project will conform to Los Angeles County Code Title 12, Chapter 12.08 (Noise Control Ordinance). Section 12.08.390 of the County Code provides a maximum exterior noise level of 45 decibels (dB) between 10:00 p.m. and 7:00 a.m. (nighttime) and 50 dB from 7:00 a.m. to 10:00 p.m. (daytime) in Noise Zone II (residential areas).

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

14. POPULATION AND HOUSING

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

The development of Sloan Canyon Road will extend the road infrastructure westward. Sloan Canyon Road has already been included in and considered as a part of the long-range plan for the area and population growth has been accounted for with the inclusion of the development of Sloan Canyon Road as a Limited Secondary Highway. The proposed project will reclassify the road to Local Collector road with less capacity but sufficient for the anticipated growth until 2035.

The development of the road is necessary to provide access to the high school that will be built. The high school is intended partly to relieve existing overcrowding at other schools and partly to accommodate planned growth in the Castaic area.

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

The construction of Sloan Canyon Road will not displace any existing housing. Easements for the future development of the road have already been obtained and have been maintained.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

There are no existing structures in the road right-of-way for the construction of Sloan Canyon Road that would displace people.

d) Cumulatively exceed official regional or local population projections?	☐	☐	☒	☐

The Santa Clarita Valley Area Plan provides population projections for the entire unincorporated Santa Clarita Valley, in which Sloan Canyon Road is located. The analysis for the Santa Clarita Valley Area Plan assessed impacts based on Sloan Canyon Road being developed as a Limited Secondary Highway. The reclassification of Sloan Canyon Road to a Local Collector Road, a downgrade in capacity, will not cause cumulative exceedance of official regional or local population projections. Population growth in the areas through which Sloan Canyon Road will be constructed has been forecasted and included in the projections.

EVALUATION OF ENVIRONMENTAL IMPACTS:

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15. PUBLIC SERVICES

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

Impacts to public services such as fire protection are generally due to population growth. The development of Sloan Canyon Road as a Local Collector Road would not draw new population to the area directly, but will provide the infrastructure necessary to access the new high school. The proposed project would not construct housing or create a large employment center that would encourage substantial new numbers of people to move into the area, and it would not significantly increase the number of people within the service boundaries of the fire department.

Sheriff protection?	☐	☐	☒	☐

Impacts to police protection are generally due to population growth. The development of Sloan Canyon Road as a Local Collector Road would not increase the number of people within the service boundaries of the Sheriff's department or within the service boundaries of a specific patrol station. The westward extension of this road is intended to provide access to the new high school.

Schools?	☐	☐	☒	☐

The development of Sloan Canyon Road is to provide access to the new high school. Impacts to schools are generally due to population growth. The development of the road will not spur population growth. Forecasted population growth has been included in the Santa Clarita Valley Area Plan. The development of the road is connected to the development of the high school to serve residents in the Castaic area.

Parks?	☐	☐	☒	☐

Demand for parks is tied to the population of the region. Should population increase, demand for parks would increase accordingly. The development of Sloan Canyon Road would not have a substantial effect on the population of the region.

Libraries? ☐ ☐ ☒ ☐

Demand for library services is tied to the population of the region. Should population increase, demand for library services would increase accordingly. The development of Sloan Canyon Road would not have a substantial effect on the population of the region. Furthermore, it would not directly physically affect any library facilities.

Other public facilities? ☐ ☐ ☒ ☐

There are no impacts to any other public facilities.

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16. RECREATION

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

Implementation of the proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities. Physical impacts to recreation facilities are usually associated with population in-migration and growth. The proposed project is intended to provide infrastructure access to the new high school in order to meet projected enrollment demands of the existing and future planned residential developments; therefore, it would not generate population growth. Additionally, the new high school would include its own play areas. Students attending the new school would not be required to use recreational facilities offsite.

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

The development of Sloan Canyon Road will not include or require the construction of recreational facilities but the development of the high school will include recreational facilities for its students and would not require the construction or expansion of offsite recreational facilities. The alignment of the adopted and planned County trails is subject to dedication to the County upon future subdivision of parcels.

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

The Mountains Recreation and Conservation Authority open space preserve is located approximately 700 feet north of the alignment of Sloan Canyon Road but the road will not bisect or cross any portion of the open space.

EVALUATION OF ENVIRONMENTAL IMPACTS:

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supporting the elimination of the Limited Secondary Highway designation from this segment of Sloan Canyon Road. While the policy action proposed by the project will not have an effect on the environment, the physical construction of the road will need to comply with all local, state, and federal road standards.

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17. TRANSPORTATION/TRAFFIC

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐

The proposed reclassification of Sloan Canyon Road will not conflict with applicable plans, ordinances, or policies. The Santa Clarita Valley Area Plan currently designates this road as a Limited Secondary Highway but the policy direction recommends that the Limited Secondary Highway designation be removed from Sloan Canyon Road from Hillcrest Parkway to Mandolin Canyon Road. Thus, the reclassification would be consistent with the recommendation of the Santa Clarita Valley Area Plan.

Upon further review by the Department of Public Works, it may be determined that the project may need to incorporate improvements according to specific road standards as deemed necessary.

b) Conflict with an applicable congestion management program (CMP), including, but not limited to, level of service standards and travel demand measures, or other standards established by the CMP for designated roads or highways?	☐	☐	☐	☒

The Congestion Management Program (CMP) administered by the Metropolitan Transportation Authority does not include Sloan Canyon Road as a designated element in the CMP Highway System.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒

The reclassification of Sloan Canyon Road does not involve any development since it is a policy action. As a part of the development of Castaic High School, Sloan Canyon Road will be developed though.

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

The reclassification of Sloan Canyon Road does not involve any development since it is a policy action. As a part of the development of Castaic High School, Sloan Canyon Road will be developed though. As it is currently mapped on the Highway Policy Map of the Santa Clarita Valley Area Plan it does not indicate any sharp curves. The specific alignment and intersections will have to be developed according to road standards administered by the Department of Public Works. Upon further review by the Department of Public Works, conditions may be deemed necessary.

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

The reclassification of Sloan Canyon Road does not involve any development since it is a policy action. As a part of the development of Castaic High School, Sloan Canyon Road will be developed though. Its development serves as an emergency access route that would otherwise not exist.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? ☐ ☐ ☒ ☐

Sloan Canyon Road would provide Class III bike lanes in the roadways and five-foot sidewalks alongside the roadways. Future multi-purpose trails may also be provided by others alongside the road. The school district is working with the Santa Clarita Transit to facilitate the location of bus stops adjacent to Castaic High School.

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18. UTILITIES AND SERVICE SYSTEMS

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impa ct*
a) Exceed wastewater treatment requirements of either the Los Angeles or Lahontan Regional Water Quality Control Boards?	☐	☐	☒	☐

The project site is within the jurisdiction of the Los Angeles Regional Water Quality Control Board (RWQCB). The development of Sloan Canyon Road would include upgrades to some existing sewers between the end the end of the existing sewer main at Sloan Canyon Road and Quail Valley Road to the Los Angeles County Sanitation District trunk sewer at Ridge Route Road and Neely Street. Proposed new sewers will be built in existing or proposed roadways. Upon further review by the Department of Public Works, conditions may be deemed necessary.

b) Create water or wastewater system capacity problems, or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐

The development of Sloan Canyon Road is necessary to provide access to Castaic High School. The construction of the high school and all other components including the roads and infrastructure related to the high school are included as part of the Castaic High School Environmental Impact Report. The whole of that project would not require any new or expanded water supplies based on Newhall County Water District's indication that it would be capable of providing water to the site and that no new or expanded entitlements for water would be required. The William S. Hart Union High School District would submit an application to annex the project site into the service area of the NCWD, making the NCWD the water purveyor for the project site. Should that application not be accepted or granted, the project site would be served by Los Angeles County Waterworks District NO. 36 (LACWWD 36). As such LACWWD 36 would need to determine if any expansion of existing facilities will be necessary.

c) Create drainage system capacity problems, or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐

The project site is currently undeveloped and does not contain any storm drain systems. Drainage facilities including storm drains, detention, and retention basins will need to be constructed as a part of the design and construction of Sloan Canyon Road to ensure that drainage from the high school is adequately captured. Storm drain systems in the region are within the purview of the Department of Public Works.

d) Have sufficient reliable water supplies available to serve the project demands from existing entitlements and resources, considering existing and projected water demands from other land uses? ☐ ☐ ☒ ☐

The construction of Castaic High School and all associated components including the development of Sloan Canyon Road would not require any new or expanded water supplies based on Newhall County Water District's indication that it would be capable of providing water to the site and that no new or expanded entitlements for water would be required. The William S. Hart Union High School District would submit an application to annex the project site into the service area of the NCWD, making the NCWD the water purveyor for the project site. Should that application not be accepted or granted, the project site would be served by Los Angeles County Waterworks District NO. 36 (LACWWD 36). As such LACWWD 36 would need to determine if any expansion of existing facilities will be necessary.

e) Create energy utility (electricity, natural gas, propane) system capacity problems, or result in the construction of new energy facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? ☐ ☐ ☐ ☒

The development of the high school would extend existing utility service to the project site from the existing development near Sloan Canyon Road and Quail Valley Road. The utility extensions would be constructed along the proposed road connecting Sloan Canyon Road to the project site, and would be installed during construction of that road. Extension of these utilities and construction of this road are considered part of the high school construction. The construction of Sloan Canyon Road would not increase in the regional demand for utility services would occur as a result of the proposed project.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? ☐ ☐ ☒ ☐

Two landfills are in close proximately to the project site, Chiquita Canyon and Sunshine Canyon Landfills. The two landfills combined have permitted rates of 18,100 tons per day. The development of Sloan Canyon Road would not require new or expanded solid waste facilities. It would not demolish any existing structures and would therefore not generate demolition debris. Solid waste generated by construction would be relatively small and would not recur.

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

During the construction of Sloan Canyon Road, the school district would comply with all applicable regulations related to solid waste, including compliance with the Countywide Integrated Waste Management Plan. The school district would cooperate, to the extent feasible, with the County's effort to achieve the goals of Assembly Bill 939, the Integrated Waste Management Act of 1989. The project would haul at least 75 percent of the non-hazardous construction debris and operational waste to a recycling

facility. The project would have no adverse impact on the County's ability to comply with the existing regulations. The school district would arrange for an existing independent contractor to remove waste from the project site. Construction would not generate enough solid waste to overwhelm or otherwise significantly impact landfills or other solid waste systems and facilities in the area. The project would comply with all federal, state, and local statutes and regulations related to solid waste.

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19. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☐	☒	☐
c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐