

Regional Planning Commission Transmittal Checklist

Hearing Date
11/04/2015
Agenda Item No.
7

Project Number: R2014-02680-(5)
Vesting Tentative Tract Map No. 073065
Case(s): Conditional Use Permit Case No. 201400126
Environmental Assessment Case No. 201400215
Planner: Tyler Montgomery

- 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 (MND)
- 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
- Subdivision Committee Report

Reviewed By:  10/22/15



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

PROJECT NUMBER
 R2014-02680-(5)

HEARING DATE
 11/04/2015

PROJECT SUMMARY

REQUESTED ENTITLEMENTS

Vesting Tentative Tract Map No. 073065
 Conditional Use Permit No. 201400126
 Environmental Assessment No. 201400215

OWNER / APPLICANT

KB Home

MAP/EXHIBIT DATE

07/28/15

PROJECT OVERVIEW

Vesting Tentative Tract Map to create one commercial lot and one residential condominium lot with 175 condo units on 14.5 gross (12.4 net) acres. The applicant is also requesting a conditional use permit ("CUP") for the development of residential townhomes in the C-2 (Neighborhood Business) Zone on the proposed Lot 1 (10.4 acres). The second proposed commercial lot (Lot 2) would have an area of 1.9 acres and remain undeveloped for the time being. The project would require approximately 111,214 cubic yards of cut, 106,725 cubic yards of fill and the export of approximately 4,489 cubic yards of material.

LOCATION

Plum Canyon Road, between La Madrid Drive and Farrell Road, Santa Clarita Valley

ACCESS

Plum Canyon Road, La Madrid Drive, and Farrell Road (future Skyline Ranch Road)

ASSESSORS PARCEL NUMBER(S)

2812-097-007

SITE AREA

14.5 gross (12.4 net) acres

GENERAL PLAN / LOCAL PLAN

Santa Clarita Valley Area Plan

ZONED DISTRICT

SAND CANYON

LAND USE DESIGNATION

CG (General Commercial)

ZONE

C-2 (Neighborhood Business)

PROPOSED UNITS

175 units (16.6 DU/AC [LOT 1])

MAX DENSITY/UNITS

18 DU/AC (187 units [LOT 1])

COMMUNITY STANDARDS DISTRICT

None

ENVIRONMENTAL DETERMINATION (CEQA)

Mitigated Negative Declaration

KEY ISSUES

- Consistency with Santa Clarita Valley Area Plan
- Consistency with Subdivision Map Act
- Satisfaction of the following Section(s) of Title 22 of the Los Angeles County Code:
 - 22.28.170 (C-2 Zone development standards)
 - 22.56.040 (Conditional Use Permit Burden of Proof)

CASE PLANNER:

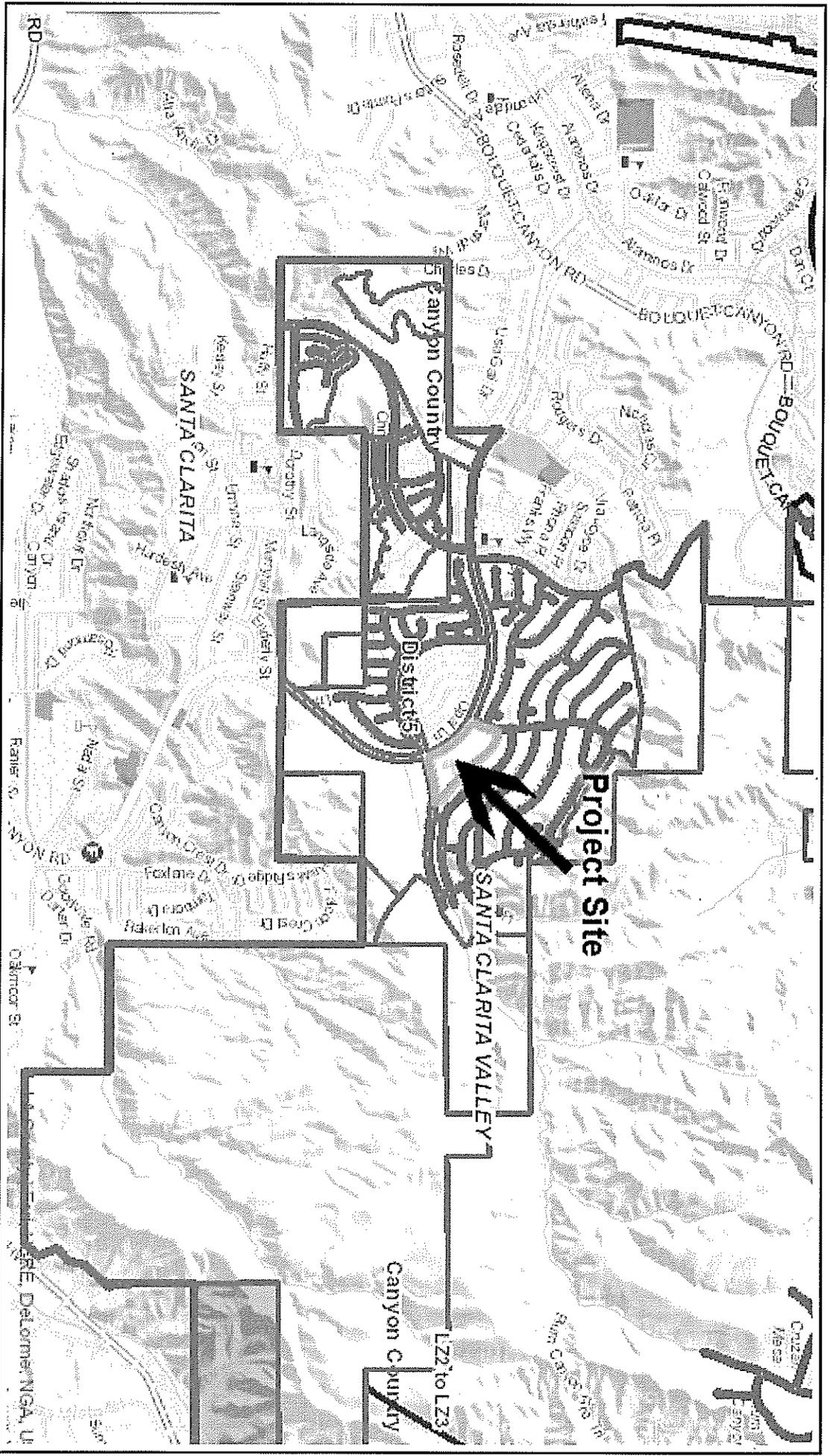
Tyler Montgomery

PHONE NUMBER:

(213) 974-6433

E-MAIL ADDRESS:

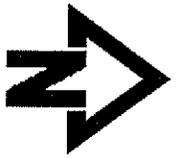
tmontgomery@planning.lacounty.gov



Project Location

R2014-02680 / TR 073065

Printed: Oct 20, 2015



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ENTITLEMENTS REQUESTED

- Vesting tentative tract map to create one commercial lot and one residential condominium lot with 175 units on 14.5 gross (12.4 net) acres, pursuant to County Code Section 21.38.010.
- Conditional Use Permit (“CUP”) to develop 175 residential townhomes in the C-2 (Neighborhood Business) Zone, pursuant to County Code Section 22.56.020.

PROJECT DESCRIPTION

The applicant requests to create one commercial lot and one residential condominium lot with 175 condo units on 14.5 gross (12.4 net) acres. The applicant is also requesting a conditional use permit (“CUP”) for the development of residential units in the C-2 (Neighborhood Business) Zone on the proposed Lot 1 (10.4 acres). The second proposed commercial lot (Lot 2) would have an area of 1.9 acres and remain undeveloped for the time being. The project would require approximately 111,214 cubic yards of cut, 106,725 cubic yards of fill and the export of approximately 4,489 cubic yards of material.

The proposed multi-family residential development would include 175 three-story townhome-style condominiums units in 41 separate buildings connected by a series of drive aisles. Maximum height of the buildings would be 35 feet. Each of the 41 buildings would contain either 4 or 5 separate units, and each unit would have its own enclosed two-car garage. A total of 350 resident parking spaces and 71 guest parking spaces would be provided throughout the project.

The primary project access driveway would be along Plum Canyon Road; secondary access would be provided along La Madrid Drive. A third access would be provided to Farrell Road (proposed Skyline Ranch Road). Two stormwater detention basins totaling 7,500 square feet and two open space park areas totaling 15,000 square feet would also be provided.

EXISTING ZONING

The project site is zoned C-2 (Neighborhood Business).

EXISTING LAND USE

The project site is a vacant, graded commercial lot that was created as part of Tract 46018-11 in 2004. The site is surrounded by single-family residences on sloping terrain to the north and east and single-family detached condominiums to the west, across Plum Canyon Road. These lots were created and developed as part of the aforementioned Tract Map. Undeveloped hilly terrain located to the south is designated for single-family residences under Tract 46018, although this phase of the tract map has

yet to be finalized or recorded. Vegetation on the project site consists of some sparse grasses.

ENVIRONMENTAL DETERMINATION

The Department of Regional Planning prepared a Mitigated Negative Declaration as the appropriate environmental documentation under California Environmental Quality Act ("CEQA") reporting requirements. The attached Initial Study has determined that the project, as proposed, would not have a significant effect upon the environment with the incorporation of appropriate mitigation measures regarding air quality, cultural resources, geology/soils, and noise. The Mitigated Negative Declaration and its associated Mitigation Monitoring and Reporting Program ("MMRP") has been circulated to all relevant County agencies, as well as local school districts and the Southern California Air Quality Management District (SCAQMD). All comments received by these agencies were incorporated into the final document. Therefore, Regional Planning staff recommends that the Commission adopt the proposed Mitigated Negative Declaration and its associated MMRP.

STAFF EVALUATION

General Plan/Community Plan Consistency

The Santa Clarita Valley Area Plan (2012) designates the project site as CG (General Commercial). The General Commercial designation provides for small neighborhood commercial districts that serve the needs of residents in the immediate area. Multiple-family dwellings may be permitted in this designation, subject to the requirements of the underlying zoning designation, provided that the approval of multiple family dwellings in this designation does not adversely impact job creation or economic development in the planning area.

Multiple-family dwellings in this land use category must have a minimum density of six dwelling units per net acre and a maximum density of 18 dwelling units per net acre. Therefore, the proposed use of the property for attached townhomes at 16.6 dwelling units per net acre is consistent with the Plan, and the underlying C-2 Zone allows such development upon issuance of a CUP, for which the applicant has applied.

Zoning Ordinance and Development Standards Compliance

The project site is located in the C-2 (Neighborhood Business) Zone. Townhomes and apartment buildings are permitted within this zone with the issuance of a CUP.

For the purposes of parking standards, the proposed development would be considered similar to an apartment complex. Section 22.52.1180 of the County Code requires that each apartment with two bedrooms or more be provided with one and one-half covered plus one-half uncovered parking space. The proposed project would provide two covered parking spaces for each dwelling unit. Guest parking spaces must also be

provided for apartment complexes with 10 or more dwelling units at a rate of one guest parking space for every four dwelling units. Therefore, the project would be required to provide 44 guest parking spaces. The current design proposes 71 guest parking spaces, which would more than satisfy this requirement.

Because the project site is located in the C-2 Zone, no minimum setbacks are required. However, the project does provide minimum setbacks of 17 feet between proposed structures and the public right-of-way, 15 feet between proposed structures and adjacent properties, and 11 feet between proposed structures and the proposed commercial lot.

Neighborhood Impact/Land Use Compatibility

The proposed development of three-story multiple-family dwelling units in the form of townhome-style condominiums is consistent with the General Commercial land use classification of the Santa Clarita Valley Area Plan (2012). Multiple-family dwellings are permitted in this designation, provided that such development would not adversely impact job creation or economic development in the area. Multiple-family development in the General Commercial area must also achieve a density of between six and 18 dwelling units per net acre. The proposed residential density of 16.6 dwelling units per net acre is, therefore, consistent with the Plan. The project is also consistent with the Subdivision Code and Zoning Code, as townhomes and apartments are permitted in the C-2 Zone upon issuance of a CUP, for which the applicant has applied.

The subject property is surrounded to the north, east, and west by single-family residences and condominiums at lower densities than that proposed by the project. For example, the detached condominium complex immediately across Plum Canyon Road has an approximate density of five dwelling units per acre. However, the proposed project density of 16.6 dwelling units per net acre is consistent with the density range mandated by the land use category: 6-18 dwelling units per net acre. In addition, the geographic placement of the project site within a terraced development area would lessen the impact of its proposed bulk and 35-foot height. Neighboring residences to the north and east would be at a significantly higher elevation than the development, while residences to the west are at a lower elevation and would have limited views of the site through second-story rear windows.

The design of the project would ensure adequate pedestrian connectivity into and through the site. Every residential unit would have a walkway connecting its primary entrance to a system of landscaped pedestrian ways and common areas, including a perimeter walkway with connectivity to surrounding streets and future commercial development. There are also seven separate pedestrian connections to surrounding public streets, which ensure a level of integration into the surrounding community. In addition to the landscaped pedestrian areas, the development would provide seven open space areas with amenities that include outdoor exercise equipment, barbecue areas, a tot lot, and a basketball half-court, with a total area of 0.56 acres. As a result of

all of these factors, the placement and design of the project site would ensure that it would not be out of character with the surrounding neighborhood.

The applicant states that the large amount of available commercial space along Bouquet Canyon Road to the west makes the development of such a large lot solely for commercial uses economically infeasible. As a result, only a 1.9-acre area would be set aside for locally-serving commercial development in the future. Currently there is not enough evidence for staff to conclude whether such a large commercial development is feasible in the area. Staff also cannot conclude whether the development of the site with residential uses would adversely affect the area's economic development or job creation potential.

COUNTY DEPARTMENT COMMENTS AND RECOMMENDATIONS

The Los Angeles County Subdivision Committee consists of representatives of the departments of Regional Planning, Public Works, Fire, Parks and Recreation, and Public Health. Based on the reports submitted to the Subdivision Committee for the map dated July 28, 2015, all departments have cleared the project for public hearing and approval. The full Subdivision Committee Report of September 3, 2015 is attached.

LEGAL NOTIFICATION AND PUBLIC OUTREACH

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, project site posting, library posting, and DRP website posting.

PUBLIC COMMENTS

Staff has received four letters, as well as a petition with 180 signatures, in opposition to the project. The three most prominent reasons for opposition include the possibility of increased traffic and congestion, the incompatibility of condominiums in a single-family residential neighborhood, and—most common of all—that the site should be developed with community-serving commercial uses in accordance with its zoning.

In order to better address community opposition, the applicant has requested—in a letter dated October 21, 2015—that the public hearing for this project be continued for at least six weeks. During this time, their representatives will meet with all local homeowners' associations and attempt to address residents' concerns. The applicant has also commissioned a market analysis to study the present and future demand and feasibility of commercial land uses in the area. This analysis, as well as synopses of the community meetings, will be submitted to Regional Planning staff at least two weeks prior to the continued hearing date.

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:

PROJECT NO. R2014-02680-(5)
VESTING TENTATIVE TRACT MAP NO. 073065
CONDITIONAL USE PERMIT NO. 201400126
ENVIRONMENTAL ASSESSMENT NO. 201400215

STAFF ANALYSIS
PAGE 5 OF 5

Staff recommends that the Commission continue the public hearing for this project to a date certain—preferably January 13, 2016. This would give the applicant sufficient time to meet with local homeowners' associations, as well as to submit a market analysis for the potential of commercial development in the area.

SUGGESTED ACTION:

I move that the Regional Planning Commission CONTINUE the public hearing for Project R2014-02680 to January 13, 2016.
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Prepared by Tyler Montgomery, Senior Regional Planning Assistant
Reviewed by Kim Szalay, Supervising Regional Planner, Land Divisions

Attachments:

- Four (4) letters of opposition from area residents
- Petition opposing the project with 180 signatures
- Letter from applicant requesting continuance (10/21/15)
- Subdivision Committee Report (09/03/15)
- Initial Study
- Mitigation Monitoring & Reporting Program (MMRP)
- Applicant's CUP Burden of Proof Statement
- GIS Map
- Site photos

KKS:TM
10/22/15

Tyler Montgomery

From: Darin Seegmiller [darinseegs@gmail.com]
Sent: Monday, September 28, 2015 10:55 AM
To: Tyler Montgomery
Subject: Project R2014-02680-(5)

Categories: Hearing correspondence

Mr. Montgomery,

I am a resident that lives on Lauren Lane in Plum Canyon. I recently received a notice regarding a residential project on the commercially zoned vacant lot at the corner of Plum Canyon and La Madrid. I'm concerned about this project and would like to speak with you and/or the applicant.

Here are my concerns:

1. This seems like a short sighted project that will have lasting impacts to the plum canyon area. A commercial project in this location has the potential to make this area more walkable. Currently, the closest retail center to this lot is over 2 miles away. A commercial center on this lot would significantly reduce the distance that plum canyon residents need to travel for various needs that are consistent with a neighborhood commercial shopping center. Residential product on this lot will cause significant negative impacts to the plum canyon area. In anticipation of the build out of KB's existing project and with the future development of 2500 units that are approved as part of skyline ranch.
2. If this project is going to be approved, there needs to be more recreational area for its residents. The initial study even states that there the rec areas for this development are "relatively small." This is not acceptable. KB should at least add a pool. The HOA must enforce a parking policy that requires residents to keep their garages free from storage, etc. that would prohibit residents from parking in their garages. With no parking on public streets it is likely that the extra vehicles will spill out of the development onto the adjacent streets.

Please let me know when you or the applicant are available to discuss my concerns.

Thanks,
Darin Seegmiller
(661) 510-2383

Tyler Montgomery

From: Sonja Fisher [sonja@sonjafisher.com]
Sent: Tuesday, October 06, 2015 1:45 PM
To: Tyler Montgomery; rwayman@bos.lacounty.gov; Mitch Glaser
Subject: REgarding condo project R2014-02680-5

Categories: Hearing correspondence

Hello, I am contacting you regarding project - R2014-02680-(5).

I found out you are planning to put condos in an area that was zoned for commercial.

When we bought our house at Plum Canyon we were told by the builders that the land would only be used for houses and some commercial businesses such as restaurants, stores, etc.

I live off of Lanfranca off La Madrid. We are already having parking issues with the houses and pool that is currently on our street. If you put in condos this is only going to get worse as well as the traffic. We chose this land for a reason for a housing community not for condos.

Condos will also devalue the price of our houses. My boyfriend and I have signed the petition against condos as well.

Please reconsider and do not put condos on this land.

Thanks,

A concerned home owner,

Sonja Fisher



This email has been checked for viruses by Avast antivirus software.

www.avast.com

Tyler Montgomery

From: John-Paul Pascarelli [johnpaulbryan@hotmail.com]
Sent: Tuesday, October 06, 2015 2:00 PM
To: Tyler Montgomery
Subject: FW: Project number R2014-02680-(5)

Categories: Hearing correspondence

Hello,

I am a concerned citizen of the community and I would ask for a moment of your time regarding an upcoming proposed project, Project number R2014-02680-(5). I am asking for you to reconsider the contents of this project. According to my knowledge, the project is requesting approval for 175 Condominiums for the region.

I have lived in the community since 2000 and have seen the area grow exponentially. I am all for growth and expansion, however, I believe that we have hit a saturation point for this region. Homes and Condos are being built in every parcel imaginable. Locally we have just expanded the Golden Valley Road which is adding more houses as part of the FIVE KNOOLS Project. This has caused greater traffic, congestion. If we are to build condos per Project number R2014-02680-(5), there will be even more crowds for their region.

The area is in need for other projects, such as , commercial space or an open community park. The community is already stretched to its capacity, we can not absorb more houses in this region without feeling neglected and built up resistance.

I urge you for the sake of our community and as representatives of your constituents that you stop this project.

Sincerely,

John-Paul B. Pascarelli
19429 Sidani Lane
Saugus, CA 91350
661-645-2393

Tyler Montgomery

From: Wes Donahue [wesdonahue@gmail.com]
Sent: Tuesday, October 06, 2015 2:05 PM
To: Tyler Montgomery
Subject: Project No. R2014-02680-(5) / Tentative Tract Map 073065

Categories: Hearing correspondence

Dear Tyler,

I am writing to make you aware of a petition that over 150 residents (so far) of Plum Canyon have signed in opposition of a planned condo complex on land intended originally for C-2 business zoning for new restaurants and shops to support the neighborhoods surrounding the 14.5 acres in question. I believe you are likely already aware of this petition.

We know that Toll Brothers has plans for a new neighborhood above Plum Canyon Road next to the currently selling KB Homes tract which we support. We need that 14.5 acres off Plum Canyon road for businesses or a community park. We don't need or want the traffic congestion and school crowding that will result from packing 175 residential condos into that lot.

Please let us know that we can count on you to make the will of these citizens of our community heard by the LA County Regional Planning Commission.

Sincerely,
Wes Donahue
818-292-1390

Recipient: Tyler Montgomery

Letter: Greetings,

We the undersigned residents of Plum Canyon Ranch, located in the unincorporated area of Los Angeles County known as Saugus do hereby oppose the proposed project # R2014-02680-(5) to build 41 three story condominium buildings housing 175 units on the commercially zoned land next to Plum Canyon Road between the entrances to La Madrid and Skyline Ranch roads (now known as Farrell Rd.).

This land was and still is zoned for Commercial use. La Madrid road is the primary entrance and exit point for all homeowners in the Plum Canyon Ranch development as Skyline Ranch road will be for residents of the future neighborhood of single family homes being developed by Toll Brothers next to Plum Canyon Ranch.

Building an entrance to the condo complex off of La Madrid and Skyline Ranch roads would substantially increase cross traffic. Additionally, the planned condo complex will occupy 14.5 acres of land that was originally planned for use by future new businesses and restaurants to support the local retail needs of the existing Plum Canyon Ranch and Toll Brothers planned communities. Thus, the land should remain commercial-zoned and not be used for high density apartments.

Signatures

Name	Location	Date
Wes Donahue	Oak Park, CA, United States	2015-09-28
Alissa Vuola	Santa Clarita, CA, United States	2015-09-28
Jason Webb	Santa Clarita, CA, United States	2015-09-28
Millie Hensley	Saugus, CA, United States	2015-09-29
Lee Jenkinson	Canyon Country, CA, United States	2015-09-29
Gabrielle temple	Santa Clarita, CA, United States	2015-09-29
Eric Anderson	Santa Clarita, CA, United States	2015-09-29
Ellen Perez	Saugus, CA, United States	2015-09-29
Joanne Allor	Santa Clarita, CA, United States	2015-09-29
Carli Campbell	Santa Clarita, CA, United States	2015-09-29
Philip Ruder	Santa Clarita, CA, United States	2015-09-29
Tanja Brosche	Santa Clarita, CA, United States	2015-09-29
Kaitlyn Anderson	Santa Clarita, CA, United States	2015-09-29
Michele Rosette	Santa Clarita, CA, United States	2015-09-29
Christine Ruiz	Santa Clarita, CA, United States	2015-09-29
Denise Mitchell	Canyon Country, CA, United States	2015-09-29
Susan Ogle	Santa Clarita, CA, United States	2015-09-29
Rebecca Howard	Santa Clarita, CA, United States	2015-09-29
Lee Howard	Santa Clarita, CA, United States	2015-09-29
Darlene Ruder	Santa Clarita, CA, United States	2015-09-29
Johnny Garcia	Santa Clarita, CA, United States	2015-09-29
Steven Lawenda	Santa Clarita, CA, United States	2015-09-29
Annette Arnone	Saugus, CA, United States	2015-09-29
Kim Preciado	Saugus, CA, United States	2015-09-29
Cherie Towers	Santa Clarita, CA, United States	2015-09-29
Christine Ng	Santa Clarita, CA, United States	2015-09-29
S hynes	Santa Clarita, CA, United States	2015-09-29
Kelley Young	Santa Clarita, CA, United States	2015-09-29
Gavin Plasschaert	Santa Clarita, CA, United States	2015-09-29
Patty Lawenda	Santa Clarita, CA, United States	2015-09-29

Name	Location	Date
Deanna Lopata	Santa Clarita, CA, United States	2015-09-29
Karen Sullivan	Santa Clarita, CA, United States	2015-09-29
Hue Trinh	Santa Clarita, CA, United States	2015-09-29
Kristina gray	Tustin, CA, United States	2015-09-29
David Ciardi	Santa Clarita, CA, United States	2015-09-29
Greg Trejo	Santa Clarita, CA, United States	2015-09-29
Stacy Tamayo	Santa Clarita, CA, United States	2015-09-29
Michael Woolner	Santa Clarita, CA, United States	2015-09-29
Gina Woltman	Santa Clarita, CA, United States	2015-09-29
Shawn Racette	Santa Clarita, CA, United States	2015-09-29
Angela Wenz	Santa Clarita, CA, United States	2015-09-29
Julie Martinez	Santa Clarita, CA, United States	2015-09-29
Brenda Dupuis	Santa Clarita, CA, United States	2015-09-29
brian young	Santa Clarita, CA, United States	2015-09-29
Gina Woolner	Santa Clarita, CA, United States	2015-09-29
Sara Hanna	Santa Clarita, CA, United States	2015-09-29
Tim Hanna	Santa Clarita, CA, United States	2015-09-29
Lori Helms	Santa Clarita, CA, United States	2015-09-29
Kristen Bondarczuk	Saugus, CA, United States	2015-09-29
Danica Riner	Valencia, CA, United States	2015-09-29
Donald Pierce	Canyon Country, CA, United States	2015-09-29
Ryan Young	Santa Clarita, CA, United States	2015-09-29
Jaime Angel	Santa Clarita, CA, United States	2015-09-30
MC Flores	Pasadena, CA, United States	2015-09-30
Andrea Mayberry	Santa Clarita, CA, United States	2015-09-30
Kristina Clark	Valencia, CA, United States	2015-09-30
Sirena Ling	West Covina, CA, United States	2015-09-30
Kristine Heischuber	Santa Clarita, CA, United States	2015-09-30
Nora Farag	Santa Clarita, CA, United States	2015-09-30
Maria White	Santa Clarita, CA, United States	2015-09-30
sarah brock	saugus, CA, United States	2015-09-30
Jennifer Chou	Valencia, CA, United States	2015-09-30

Name	Location	Date
Debra Maynard	Santa Clarita, CA, United States	2015-09-30
Zizik Hartouni	Thousand Oaks, CA, United States	2015-09-30
Mike Elias	Santa Clarita, CA, United States	2015-09-30
Teri Wildon	Santa Clarita, CA, United States	2015-09-30
Mike Devlin	Santa Clarita, CA, United States	2015-09-30
Susan Griesi	Santa Clarita, CA, United States	2015-09-30
Jill Aubrey	Santa Clarita, CA, United States	2015-09-30
Tamara Larinto	Saugus, CA, United States	2015-09-30
Camille Bibby	Santa Clarita, CA, United States	2015-09-30
Karen Bibby	Santa Clarita, CA, United States	2015-09-30
Delia Aguilar	Santa Clarita, CA, United States	2015-09-30
Rosa garrett	Santa Clarita, CA, United States	2015-09-30
joe jacobellis	Monroe Bridge, MA, United States	2015-09-30
John Paul Pascarelli	Santa Clarita, CA, United States	2015-09-30
Marcus Garrett	Santa Clarita, CA, United States	2015-09-30
micayla frankian	Santa Clarita, CA, United States	2015-09-30
Christine Anaya	Santa Clarita, CA, United States	2015-09-30
Randall Rodi	Santa Clarita, CA, United States	2015-09-30
Crystal Lombardi	Santa Clarita, CA, United States	2015-09-30
Charles Brummer	Santa Clarita, CA, United States	2015-09-30
Tj Preciado	Santa Clarita, CA, United States	2015-09-30
Cyndi hayes	Santa Clarita, CA, United States	2015-09-30
Michael Hayes	Santa Clarita, CA, United States	2015-09-30
Stacy Brown	Santa Clarita, CA, United States	2015-09-30
Kimberli Seaton	Santa Clarita, CA, United States	2015-09-30
Ronald Cognata	Santa Clarita, CA, United States	2015-09-30
Azucena Corrigan	Santa Clarita, CA, United States	2015-09-30
William Lodwig	Santa Clarita, CA, United States	2015-09-30
Elijah Duquette	Idaho Falls, ID, United States	2015-09-30
Megan Hunter	Lizella, GA, United States	2015-09-30
Blanka Clare	Santa Clarita, CA, United States	2015-09-30
Dorota Phillips	Santa Clarita, CA, United States	2015-09-30

Name	Location	Date
Lyndy Schafer	Santa Clarita, CA, United States	2015-09-30
Lowell Kebschull	Santa Clarita, CA, United States	2015-09-30
Stacy Zurita	Santa Clarita, CA, United States	2015-09-30
Dennis Olsby	Santa Clarita, CA, United States	2015-09-30
Ashley Horst	Santa Clarita, CA, United States	2015-09-30
Christopher Horst	Santa Clarita, CA, United States	2015-09-30
rachel france	Santa Clarita, CA, United States	2015-09-30
Wendy Emeterio	Cedar Bluff, AL, United States	2015-09-30
Joshua Emeterio	Santa Clarita, CA, United States	2015-09-30
Candice Panariello	Saugus, CA, United States	2015-09-30
Stacey Susser	Santa Clarita, CA, United States	2015-09-30
Helene Hinsey	Santa Clarita, CA, United States	2015-09-30
Nadine Brock	Santa Clarita, CA, United States	2015-09-30
Neil Roberts	Santa Clarita, CA, United States	2015-09-30
Jennifer Robbins	Santa Clarita, CA, United States	2015-09-30
Jose Flores	Santa Clarita, CA, United States	2015-09-30
De La Cruz Joel	Santa Clarita, CA, United States	2015-09-30
Jose Echauri	Santa Clarita, CA, United States	2015-09-30
Mike Wenz	Santa Clarita, CA, United States	2015-09-30
Ken Baas	Santa Clarita, CA, United States	2015-09-30
Thomas Field	Santa Clarita, CA, United States	2015-09-30
Mackinzie Moncibais	Santa Clarita, CA, United States	2015-09-30
Melissa Baas	Santa Clarita, CA, United States	2015-09-30
SONNY SATANAPONG	Santa Clarita, CA, United States	2015-09-30
Racquel Santiago	Santa Clarita, CA, United States	2015-09-30
Mandy Maymo	Santa Clarita, CA, United States	2015-09-30
Gina De Leon	Santa Clarita, CA, United States	2015-09-30
Lisa Jacobellis	saugus, CA, United States	2015-10-01
melissa murphy	Santa Clarita, CA, United States	2015-10-01
Brittany Little	Santa Clarita, CA, United States	2015-10-01
Maureen Hernandez	Valencia, CA, United States	2015-10-01
Shelby Tejeda	Canyon Country, CA, United States	2015-10-01

Name	Location	Date
Eva Leonardo	Santa Clarita, CA, United States	2015-10-01
Paul Santiago	Santa Clarita, CA, United States	2015-10-01
kelsey barrios	Canyon Country, CA, United States	2015-10-01
Susan Bartl	Santa Clarita, CA, United States	2015-10-01
Steven Lane	Santa Clarita, CA, United States	2015-10-01
Deeon Shepard	Santa Clarita, CA, United States	2015-10-01
Ramil De Leon	Santa Clarita, CA, United States	2015-10-01
Jess Segovia	Santa Clarita, CA, United States	2015-10-01
Deborah Stutts	Santa Clarita, CA, United States	2015-10-01
Staci Roth	Santa Clarita, CA, United States	2015-10-01
Julie Hollander	Santa Clarita, CA, United States	2015-10-01
Melissa Pavard	Santa Clarita, CA, United States	2015-10-01
Carol Hollander	Valencia, CA, United States	2015-10-01
Kathryn Hollander	Newhall, CA, United States	2015-10-01
Stacy Avalos	Burbank, CA, United States	2015-10-01
Diana Haub	Canyon Country, CA, United States	2015-10-01
Briana Nelson	Santa Clarita, CA, United States	2015-10-01
gavin glauser	Santa Clarita, CA, United States	2015-10-01
tan michael	Santa Clarita, CA, United States	2015-10-01
Helen Tan	Santa Clarita, CA, United States	2015-10-01
Kelly Demory	Santa Clarita, CA, United States	2015-10-02
Todd Nelson	Santa Clarita, CA, United States	2015-10-02
Siera Hollander	Santa Clarita, CA, United States	2015-10-02
Kevin Agovino	Santa Clarita, CA, United States	2015-10-02
Edwin Koshimoto	Santa Clarita, CA, United States	2015-10-03
LAURIE RORICK	Santa Clarita, CA, United States	2015-10-04
Elizabeth Mackey	Santa Clarita, CA, United States	2015-10-04
Sonja Fisher	Santa Clarita, CA, United States	2015-10-04
Megan Donahue	Oak Park, CA, United States	2015-10-05
Tamera Agovino	Santa Clarita, CA, United States	2015-10-05
Stan and Susan Wright	Santa Clarita, CA, United States	2015-10-05
Beth Phillips	Santa Clarita, CA, United States	2015-10-05

Name	Location	Date
Charles Jones	Pacific Palisades, CA, United States	2015-10-06
Avetis Guyumjian	Santa Clarita, CA, United States	2015-10-07
Curtis Pavard	Santa Clarita, CA, United States	2015-10-08
ANGIE BELIVEAU	Santa Clarita, CA, United States	2015-10-08
Ann Marie Webb	Santa Clarita, CA, United States	2015-10-08
Mark Hinsey	Santa Clarita, CA, United States	2015-10-10
Janet R	Santa Clarita, CA, United States	2015-10-11
Susan Oster	Santa Clarita, CA, United States	2015-10-11
Jessica sammeter	Santa Clarita, CA, United States	2015-10-11
Christie Tran	Santa Clarita, CA, United States	2015-10-12
chris vermillion	Santa Clarita, CA, United States	2015-10-12
Maricela Mittelsteadt	Santa Clarita, CA, United States	2015-10-14
Cimarron Mittelsteadt	Santa Clarita, CA, United States	2015-10-14
Jennifer Celi	Santa Clarita, CA, United States	2015-10-14
J. M. Sabedra	Santa Clarita, CA, United States	2015-10-14
Rosa Montes	Santa Clarita, CA, United States	2015-10-14
Karen Iofgren	Santa Clarita, CA, United States	2015-10-15
Jason Saul	Santa Clarita, CA, United States	2015-10-15
Diahnna Saul	Santa Clarita, CA, United States	2015-10-16
Cynthia Best	Santa Clarita, CA, United States	2015-10-16
Joseph Palomino	Santa Clarita, CA, United States	2015-10-16
Hilda Smith	Santa Clarita, CA, United States	2015-10-16

Comments

Name	Location	Date	Comment
Alissa Vuola	Santa Clarita, CA	2015-09-28	There is already way too much traffic on plum. Bringing in condos will bring more traffic and crime. Homes and cars already being broken into a lot since the mariposa town homes were built. The cars are lined up heller circle because of lack of parking. This is unacceptable
Jason Webb	Santa Clarita, CA	2015-09-28	Our community does not need the additional traffic that will come with a large, high-density residential build out
Millie Hensley	Saugus, CA	2015-09-29	We Need Business in this area, Coffee shops, restaurants. something other than more housing with no parking spots..like the mariposas..where most of their residents have to park on Heller Circle... a 40mph street. The traffic around here is already Horrific and I still pause and wait a few seconds before turning from heller onto plum..since someone always runs the red light....
Lee Jenkinson	Canyon country, CA	2015-09-29	This will seriously impact the amount of traffic on Plum canyon and Whites canyon roads, especially at peak hours when school traffic is highest.
Joanne Allor	Santa Clarita, CA	2015-09-29	I'm opposed to it.
Philip Ruder	Santa Clarita, CA	2015-09-29	I moved to this neighborhood so that I could live in a non-congested area. I was promised no condos on that site when I moved in. If I wanted lots of traffic and smog I would move back to Los Angeles!
Tanja Brosche	Santa Clarita, CA	2015-09-29	I live here and don't want the increased traffic and devaluing of homes.
Michele Rosette	Santa Clarita, CA	2015-09-29	The community is in desperate need of the businesses (grocery stores, cafes, etc) originally intended for the parcel in question. Additionally, traffic is already a significant concern without compounding it with the inevitable congestion that surrounds multi-family housing.
S hynes	Santa Clarita, CA	2015-09-29	too many houses, not enough water or room on fwys for all the cars.
Michael Woolner	Santa Clarita, CA	2015-09-29	I am opposed to additional high density housing being built in this area. The land is zoned for and should remain commercial. We need restaurants, shops, and parks to support and further enhance the quality of life in this neighborhood.
Gina Woltman	Saugus, CA	2015-09-29	I am a homeowner in Plum Canyon. Condos would be a blight on the neighborhood and would depreciate the area.
Shawn Racette	Santa Clarita, CA	2015-09-29	I would rather see a shopping center or something of that nature than more housing.
Julie Martinez	Santa Clarita, CA	2015-09-29	Our community does not need the additional traffic that will come with a large, high-density residential build out
Brenda Dupuis	Santa Clarita, CA	2015-09-29	i moved here for a reason. That reason is being taken away with the over crowding!!
Gina Woolner	Santa Clarita, CA	2015-09-29	I'm opposed to the idea of condominium housing at this location. This land should remain commercial-zoned and not be used for high density apartments.
Sara Hanna	Santa Clarita, CA	2015-09-29	This was not the intended use of the property described and will lead me to buying in a development under false-pretenses.
Kristen Bondarczuk	Saugus, CA	2015-09-29	We already have too many traffic concerns as it is and I Don not want my property value to decline.
MC Flores	Pasadena, CA	2015-09-30	It's just enough of these cookie cutter crappy places that take up resources and space

Name	Location	Date	Comment
Kristina Clark	Valencia, CA	2015-09-30	I have many sets of friends up Plum and it would be helpful to have a grocery store here instead. Plus, Mariposa deals with so many parking issues, this will only add more issues.
Jill Aubrey	Saugus, CA	2015-09-30	Please sign to stop the development of more town homes in Plum Canyon. We could use growth in business helping aid our area to be annexed to the City of Santa Clarita. We also have have an abundant amount of cars over flowing from the existing homes in Mariposa on Plum Canyon and Whites Canyon intersection on Heller Circle. The residents are constantly jaywalking making it hard to see them on our road and trespass up the green hillside to enter into backsides of streets and homes. It looks an over filled apartment city instead of an expensive neighborhood which we paid for our homes. Stop the over growth. Our local elementary school need a break from the overflow of kids in the classes too.
joe jacobellis	saugus, CA	2015-09-30	it will increase traffic and lower the value of my property
Marcus Garrett	Santa Clarita, CA	2015-09-30	We want the retail space that was promised, and for which this space was zoned, when we bought our houses. There are enough multi-family dwellings. We do not need, nor do we want, more.
Crystal Lombardi	Santa Clarita, CA	2015-09-30	i do not want condominiums built in this spot, we need the retail business for this area
Tj Preciado	Santa Clarita, CA	2015-09-30	Traffic in the morning is already crazy add more people and it will be ridiculous.
Dorota Phillips	Santa Clarita, CA	2015-09-30	Dorota phillips
Lyndy Schaefer	Santa Clarita, CA	2015-09-30	I oppose building ugly condos on Madrid..bad traffic will ensue and it will be a nightmare!
rachel france	Santa Clarita, CA	2015-09-30	we need retail in this area not condos
Jose Echaury	Santa Clarita, CA	2015-09-30	The community of Plum Canyon would greatly benefit from a variety of stores and family restaurants instead of more housing.
Thomas Field	Santa Clarita, CA	2015-09-30	It was approved at Commercial and needs to stay that way. We need local businesses to serve our needs in this community.
Racquel Santiago	Santa Clarita, CA	2015-09-30	We'd rather have a park or a commercial complex in the area. Condos will congest/over-crowd our beautiful community.
Mandy Maymo	Santa Clarita, CA	2015-09-30	No to condos and no to new traffic that is already congesting our once beautiful neighborhood. Also, its amazing that the city needs everyone to cut their water usage, but then plans to move in hundreds more families. Can someone please use common sense just once.
Gina De Leon	Santa Clarita, CA	2015-09-30	We need local businesses to serve our need in the community.
Paul Santiago	Santa Clarita, CA	2015-10-01	Condos will make our community too crowded and will cause parking problems.
Susan Bartl	Santa Clarita, CA	2015-10-01	We do not need anymore condos. It would bring in too much traffic. We need a shopping center and places to dine.

Name	Location	Date	Comment
Jess Segovia	Santa Clarita, CA	2015-10-01	I do not support the refining that will allow town homes/condos to be built along La Madrid. We were lead to believe the the land was for commercial use and that the surrounding land would be for single family homes. We would not have bought our home if it wasn't for the commitment by the builder to keep the neighborhood single family homes. Just because land changed hands it doesn't mean that zoning should change.
Carol Hollander	Valencia, CA	2015-10-01	My family lives in the area and additional autos will severely impact the safety of the area. An open area with a park would benefit the area.
Kathryn Hollander	Newhall, CA	2015-10-01	Too much traffic as it is.
Stacy Avalos	Burbank, CA	2015-10-01	I am a current resident in this area and would like to see this land used for commercial use.
Diana Haub	Santa Clarita, CA	2015-10-01	No more multi family dwellings,should be built in residential areas. Our schools are over crowded, our streets already don't hold enough vehicles that live in those homes, and the overflow of traffic has been too much through our town.
Helen Tan	Santa Clarita, CA	2015-10-01	i do not want apartment buildings close by
Kevin Agovino	Santa Clarita, CA	2015-10-02	This will negatively affect my property value.
LAURIE RORICK	Santa Clarita, CA	2015-10-04	We were told when we bought our home that that lot would be commercial property, and that's what it should remain to be.
Sonja Fisher	Santa Clarita, CA	2015-10-04	This area was zoned for housing only and the land below was communicated to us when we bought our land it would be commercial only. If condos are built this is a violation of what was communicated to us when we purchased our land. In addition this will make traffic and parking a nightmare which is not what we signed up for.
Tamera Agovino	Santa Clarita, CA	2015-10-05	This area is already over crowded with no retail shopping available. We need a local mini market not condominium. We purchased in this community because the master plan strictly stated only Single family homes not multi family units. Additionally our water supply is stressed with no available resources. We simple can not support this change.
Stan and Susan Wright	Santa Clarita, CA	2015-10-05	We need shopping, not condos!!!!
Charles Jones	Pacific Palisades, CA	2015-10-06	I oppose the proposed project # R2014-02680-(5) to build 41 three story condominium buildings housing 175 units on the commercially zoned land next to Plum Canyon Road between the entrances to La Madrid and Skyline Ranch roads. This was zoned for commercial use and should STAY THAT WAY !!!!
Ann Marie Webb	Santa Clarita, CA	2015-10-08	We do not need more traffic. It is hard enough to get to the bottom of Whites Canyon without adding more residents and cars to the mix.
Jessica sammeter	Santa Clarita, CA	2015-10-11	its right by my place and it's going to lower home values and traffic will be crazy!!!!
Maricela Mittelsteadt	Saugus, CA	2015-10-14	I don't want any more condos in our area the traffic is already very bad. We need a park and walking trails not condos! People in Santa Clarita drive very fast and adding more condos is just going to make it unsafe for all the children who walk home from school! We need open spaces on Plum Canyon. We don't have a park or walking trails or paseos for our families to use. They have them in Valencia and we need them on our side of town as well. We don't need more condos!
Jason Saul	Santa Clarita, CA	2015-10-15	I live here, and I feel these condos would drastically increase the amount of traffic that we're currently dealing with.
Diahnna Saul	Santa Clarita, CA	2015-10-16	Increased traffic and noise and pollution
Cynthia Best	Santa Clarita, CA	2015-10-16	I don't want condos built in my neighborhood!

Name	Location	Date	Comment
Hilda Smith	Santa Clarita, CA	2015-10-16	Hilda Smith

ARMBRUSTER GOLDSMITH & DELVAC LLP
LAND USE ENTITLEMENT □ LITIGATION □ MUNICIPAL ADVOCACY

12100 WILSHIRE BOULEVARD, SUITE 1600
LOS ANGELES, CALIFORNIA 90025

AARON P. CLARK -

E-MAIL:
Aaron@AGD-LandUse.com

Tel: (310) 209-8800
Fax: (310) 209-8801

WEB: www.AGD-LandUse.com

October 21, 2015

Via E-Mail

Tyler Montgomery, AICP
Senior Regional Planning Assistant
Land Divisions Section
Department of Regional Planning
320 West Temple Street
Los Angeles CA 90012

Re: Request for public hearing continuance for County Project No. R2014-02680-(5)

Dear Mr. Montgomery:

As you know, our law firm represents Monteverde Development Company (owner of the 12.4-net-acre subject property) and KB HOME (the project “applicant”), collectively hereinafter referred to as “client”, in the above-captioned matter, which pertains to a development application filed with your department requesting the Regional Planning Commission’s (“RPC”) approval of a Vesting Tentative Tract Map to create one 10.48-net-acre residential condominium lot (“Lot 1”) and one 1.9-net-acre commercial lot (“Lot 2”) on a previously-graded, predominately flat, vacant parcel of land located on Plum Canyon Road, between La Madrid Drive and Farrell Road, in unincorporated Saugus. Our client is also requesting a conditional use permit to develop Lot 1 with 175 for-sale, market-rate townhome units in the C-2 (Neighborhood Business) Zone. Lot 2 (the commercial lot) will be developed subsequent to the residential site. It is anticipated Lot 2 would be developed with approximately 43,500 sq. ft. of neighborhood-serving commercial use under a separate development application. As proposed, the project is consistent with the One Valley One Vision Plan, underlying zoning and related development criteria for the site.

The RPC is currently scheduled to hear our client’s application at its November 4, 2015, meeting. However, due to recent concerns regarding the project expressed by the immediately surrounding community, we are requesting that the RPC continue the November 4th public hearing for a period of at least 45 days. This will afford our team adequate time to address the concerns and better educate residents in the project vicinity regarding the proposed project, its consistency with County planning criteria, goals and policies and the project’s overall benefits. Accordingly, please accept this letter as our client’s formal request that the RPC continue this matter at its November 4th public hearing for a period of not less than 45 days.

Please do not hesitate to contact me should wish to discuss this request.

Sincerely,

A handwritten signature in black ink that reads "Aaron P. Clark". The signature is written in a cursive style with a large, prominent "A" and "C".

Aaron P. Clark,

Armbruster Goldsmith & Delvac LLP

cc: Edel Vizcarra, Planning Deputy to Hon. Michael D. Antonovich, Supervisor, 5th District



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

PROJECT NUMBER

R2014-02680-(5)

HEARING DATE

10/28/2015 (Tentative)

REQUESTED ENTITLEMENTS

Vesting Tentative Tract Map No. 073065
 Conditional Use Permit No. 201400126
 Environmental Assessment No. 201400215

SUBDIVISION COMMITTEE REPORT

OWNER / APPLICANT/SUBDIVIDER

KB Home / Aaron Clark

**MAP/EXHIBIT
DATE:**

07-28-15

**SCM REPORT
DATE:**

08-25-15

SCM DATE:

09-03-15

PROJECT OVERVIEW

Create one commercial lot and one residential condominium lot with 175 condo units on 14.5 gross (12.4 net) acres. The applicant is also requesting a conditional use permit ("CUP") for the development of residential townhomes in the C-2 (Neighborhood Business) Zone.

MAP STAGE

Tentative:

Revised:

Amendment:

Amended :
Exhibit "A"

Modification to :
Recorded Map

Other:

MAP STATUS

Initial:

1st Revision:

2nd Revision:

Additional Revisions (3rd):

LOCATION

Plum Canyon Road, between La Madrid Drive and Farrell Road, Santa Clarita Valley

ACCESS

Plum Canyon Road, La Madrid Drive, and Farrell Road

ASSESSORS PARCEL NUMBER(S)

2812-097-007

SITE AREA

14.5 gross (12.4 net) acres

GENERAL PLAN / LOCAL PLAN

Santa Clarita Valley Area Plan

ZONED DISTRICT

SAND CANYON

SUP DISTRICT

5

LAND USE DESIGNATION

GC—General Commercial

ZONE

C-2 (NEIGHBORHOOD BUSINESS)

**PROPOSED UNITS
(DU/AC)**

175 (16.6 DU/AC [LOT 1])

**MAX DENSITY/UNITS
(DU/AC)**

187 (17.9 DU/AC [LOT 1])

COMMUNITY STANDARDS DISTRICT

None

ENVIRONMENTAL DETERMINATION (CEQA)

Mitigated Negative Declaration

SUBDIVISION COMMITTEE DEPARTMENT CLEARANCE

<u>Department</u>	<u>Status</u>	<u>Contact</u>
Regional Planning	Cleared	Tyler Montgomery (213) 974-6433 tmontgomery@planning.lacounty.gov
Public Works	Cleared	Henry Wong (626) 458-4961 hwong@dpw.lacounty.gov
Fire	Cleared	Juan Padilla (323) 890-4243 jpadilla@fire.lacounty.gov
Parks & Recreation	Cleared	Julie Yom (213) 351-5121 jyom@parks.lacounty.gov
Public Health	Cleared	Michelle Tsiebos (626) 430-5382 mtsiebos@ph.lacounty.gov

SUBDIVISION COMMITTEE STATUS

Tentative Map Revision Required:

Exhibit Map Revision Required:

Revised Application Required:

Reschedule for Subdivision Committee Meeting:

Reschedule for Subdivision Committee Reports Only:

Other Holds (see below):

The following reports consisting of 44 pages are the recommendations of Public Works.

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

1. Details and notes shown on the tentative map are not necessarily approved. Any details or notes which may be inconsistent with requirements of ordinances, general conditions of approval, or Department policies must be specifically approved in other conditions, or ordinance requirements are modified to those shown on the tentative map upon approval by the Advisory agency.
2. Easements are tentatively required, subject to review by the Director of Public Works to determine the final locations and requirements.
3. Easements shall not be granted or recorded within areas proposed to be granted, dedicated, or offered for dedication for public streets, highways, access rights, building restriction rights, or other easements until after the final map is filed with the Registrar-Recorder/County Clerk's Office. If easements are granted after the date of tentative approval, a subordination must be executed by the easement holder prior to the filing of the final map.
4. In lieu of establishing the final specific locations of structures on each lot at this time, the owner, at the time of issuance of a grading or building permit, agrees to develop the property in conformance with the County Code and other appropriate ordinances such as the Building Code, Plumbing Code, Grading Ordinance, Highway Permit Ordinance, Mechanical Code, Zoning Ordinance, Undergrounding of Utilities Ordinance, Water Ordinance, Sanitary Sewer and Industrial Waste Ordinance, Electrical Code, and Fire Code. Improvements and other requirements may be imposed pursuant to such codes and ordinances.
5. All easements existing at the time of final map approval must be accounted for on the approved tentative map. This includes the location, owner, purpose, and recording reference for all existing easements. If an easement is blanket or indeterminate in nature, a statement to that effect must be shown on the tentative map in lieu of its location. If all easements have not been accounted for, submit a corrected tentative map to the Department of Regional Planning for approval.

6. Adjust, relocate, and/or eliminate lot lines, lots, streets, easements, grading, geotechnical protective devices, and/or physical improvements to comply with ordinances, policies, and standards in effect at the date the County determined the application to be complete all to the satisfaction of Public Works.
7. If applicable, quitclaim or relocate easements running through proposed structures.
8. Place standard condominium notes on the final map to the satisfaction of Public Works.
9. Prior to final approval of the tract map submit a notarized affidavit to the Director of Public Works, signed by all owners of record at the time of filing of the map with the Registrar-Recorder/County Clerk's Office, stating that any proposed condominium building has not been constructed or that all buildings have not been occupied or rented and that said building will not be occupied or rented until after the filing of the map with the Registrar-Recorder/County Clerk's Office.
10. Label driveways and multiple access strips as "Private Driveway and Fire Lane" and delineate on the final map to the satisfaction of Public Works.
11. Reserve reciprocal easements for drainage, ingress/egress, sewer, water, utilities, right to grade, and maintenance purposes, etc., in documents over the common private driveways to the satisfaction of Public Works.
12. A final tract map must be processed through the Director of Public Works prior to being filed with the Registrar-Recorder/County Clerk's Office.
13. Prior to submitting the tract map to the Director of Public Works for examination pursuant to Section 66442 of the Government Code, obtain clearances from all affected Departments and Divisions, including a clearance from the Subdivision Mapping Section of the Land Development Division of Public Works for the following mapping items; mathematical accuracy; survey analysis; and correctness of certificates, signatures, etc.
14. A final guarantee will be required at the time of filing of the final map with the Registrar-Recorder/County Clerk's Office.

15. Within 30 days of the approval date of this land use entitlement or at the time of first plan check submittal, the applicant shall deposit the sum of \$2,000 (Minor Land Divisions) or \$5,000 (Major Land Divisions) with Public Works to defray the cost of verifying conditions of approval for the purpose of issuing final map clearances. This deposit will cover the actual cost of reviewing conditions of approval for Conditional Use Permits, Tentative Tract and Parcel Maps, Vesting Tentative Tract and Parcel Maps, Oak Tree Permits, Specific Plans, General Plan Amendments, Zone Changes, CEQA Mitigation Monitoring Programs and Regulatory Permits from State and Federal Agencies (Fish and Game, USF&W, Army Corps, RWQCB, etc.) as they relate to the various plan check activities and improvement plan designs. In addition, this deposit will be used to conduct site field reviews and attend meetings requested by the applicant and/or his agents for the purpose of resolving technical issues on condition compliance as they relate to improvement plan design, engineering studies, highway alignment studies and tract/parcel map boundary, title and easement issues. When 80% of the deposit is expended, the applicant will be required to provide additional funds to restore the initial deposit. Remaining balances in the deposit account will be refunded upon final map recordation.

HW

Prepared by Teni Mardirosian

Phone (626) 458-4910

Date 08/24/2015

tr73065L-rev3.doc

<http://planning.lacounty.gov/case/view/tr073065/>



**COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS**

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
WWW.DPW.LACOUNTY.GOV

TRACT NO.: 073065

TENTATIVE MAP DATE: 07/28/15

EXHIBIT MAP DATE: 07/28/15

HYDROLOGY UNIT CONDITIONS OF APPROVAL, PHONE: (626) 458-4921

Prior to Improvement Plans Approval:

1. Per the approved drainage concept / hydrology study for tract map 046018-11 dated June 8, 2011, offsite improvements are required for the removal of flood hazards. Provide drainage facilities to remove the flood hazard and dedicate and show necessary easements and/or right of way on the final map. This is required to the satisfaction of the Department of Public Works prior to the filing of the final map. If existing offsite improvements have been constructed to remove the flood hazard, provide additional analysis to justify the removal or revision of the flood hazard areas.
2. Comply with the requirements of the Hydrology Study/Low Impact Development (LID)/Water Quality Plan, which was approved on 06/18/15 to the satisfaction of the Department of Public Works.
3. All debris basins will be a fee title lot, unless the basin is shown to be temporary.
4. A deposit is required to review documents and plans for final map clearance in accordance with Section 21.36.010 of the Subdivision Ordinance.
5. Provide additional information on how storm water captured for harvest and reuse will be used within 96 hours. Retention basins specified for the harvest and re-use of stormwater runoff shall comply with the latest California Plumbing Code, Chapter 17: Nonpotable Rainwater Catchment Systems. Plans shall be submitted to the County of Los Angeles Department of Public Health/Environmental Health/Cross Connection and Water Pollution Control Program Service (for more information, please visit http://www.publichealth.lacounty.gov/eh/EP/cross_con/cross_con_recycle.htm or contact (626) 430-5290).

Prior to Building Permit:

1. Per County Code Section 12.84.440 comply with LID standards in accordance with the Low Impact Development Standards Manual which can be found at http://dpw.lacounty.gov/wmd/LA_County_LID_Manual.pdf
2. A portion of the site reside in FEMA flood zone A. A Letter of Map Revision (LOMR) from FEMA must be obtained. Public Works, Watershed Management Division, (626) 458-7125, should be contacted to obtain required procedures.

Name  Date 08/19/2015 Phone (626) 458-4921
VILONG TRUONG

**County of Los Angeles Department of Public Works
Geotechnical and Materials Engineering Division
GEOLOGIC AND SOILS ENGINEERING REVIEW SHEET
900 S. Fremont Avenue, Alhambra, CA 91803**

Sheet 1 of 1

PCA LX001129/A867
Telephone: (626) 458-4925

Tentative Tract / Parcel Map	73065	Tentative Map Dated	7/28/15 (Rev./Exhibit)	Parent Tract	46018-11
Grading By Subdivider? [Y] (Y or N)	111,214 yd ³	Location	Plum Canyon	APN	
Geologist	---	Subdivider	Monteverde Development, Inc.		
Soils Engineer	---	Engineer/Arch.	Forma Engineering		

Review of:
 Geologic Report(s) Dated: ---
 Soils Engineering Report(s) Dated: ---
 Geotechnical Report(s) Dated: 6/12/15, 8/29/13
 References: RMA Geoscience - 8/19/13

TENTATIVE MAP FEASIBILITY IS RECOMMENDED FOR APPROVAL FROM A GEOTECHNICAL STANDPOINT

THE FOLLOWING CONDITIONS MUST BE FULFILLED:

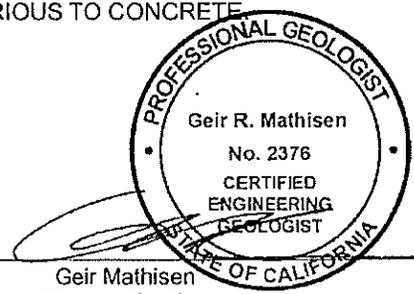
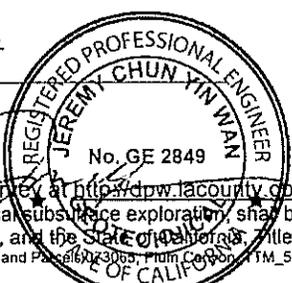
- G1. The final map must be approved by the Geotechnical and Materials Engineering Division (GMED) to assure that all geotechnical requirements have been properly depicted. For Final Map clearance guidelines refer to policy memo GS051.0 in the County of Los Angeles Department of Public Works *Manual for Preparation of Geotechnical Reports*. The Manual is available at: <http://dpw.lacounty.gov/gmed/permits/docs/manual.pdf>.
- G2. A grading plan must be geotechnically approved by the GMED prior to Final Map approval. The grading depicted on the plan must agree with the grading depicted on the tentative tract or parcel map and the conditions approved by the Planning Commission. If the subdivision is to be recorded prior to the completion and acceptance of grading, corrective geologic bonds may be required.
- G3. Prior to grading plan approval, a detailed geotechnical report must be submitted that addresses the proposed grading. All recommendations of the geotechnical consultant(s) must be incorporated into the plan. The report must comply with the provisions of the County of Los Angeles Department of Public Works *Manual for Preparation of Geotechnical Reports*. The Manual is available at: <http://dpw.lacounty.gov/gmed/permits/docs/manual.pdf>.
- G4. All geologic hazards associated with this proposed development must be eliminated. Alternatively, the geologic hazards may be designated as restricted use areas (RUA), and their boundaries delineated on the Final Map. These RUAs must be approved by the GMED, and the subdivider must dedicate to the County the right to prohibit the erection of buildings or other structures within the restricted use areas. For information on the RUA policy refer to policy memo GS063.0 in the County of Los Angeles Department of Public Works *Manual for Preparation of Geotechnical Reports*. The Manual is available at: <http://dpw.lacounty.gov/gmed/permits/docs/manual.pdf>.
- S1. At the grading plan stage, submit grading plans to the GMED for verification of compliance with County Codes and policies.
- S2. At the rough grading stage, provide data from the recommended settlement monitoring program to verify that settlements will comply with County codes and policies.

NOTE(S) TO THE PLAN CHECKER/BUILDING AND SAFETY DISTRICT ENGINEER:

- A. ON-SITE SOILS HAVE A HIGH EXPANSION POTENTIAL.
- B. ON-SITE SOILS ARE CORROSIVE TO FERROUS METALS AND ARE DELETERIOUS TO CONCRETE.
- C. OFF-SITE GRADING IS PROPOSED.

Prepared by


 Karen Mendez
 Soils Section



Geir Mathisen
 Geology Section

Date 8/20/15

1. Approval of this map pertaining to grading is recommended.

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

REQUIREMENTS PRIOR TO GRADING PLAN APPROVAL:

2. Notarized covenants shall be prepared and recorded by the applicant for any offsite impacts, as determined by Public Works. By acceptance of this condition, the applicant acknowledges and agrees that this condition does not require the construction or installation of an off-site improvement, and that the offsite covenants referenced above do not constitute an offsite easement, license, title or interest in favor of the County. Therefore, the applicant acknowledges and agrees that the provisions of Government Code Section 66462.5 do not apply to this condition and that the County shall have no duty or obligation to acquire by negotiation or by eminent domain any land or any interest in any land in connection with this condition. (Offsite work is shown on the tentative map, but not required for public improvements, and design changes during the improvement change may allow the offsite improvements or impacts to be omitted or mitigated, respectively.)
3. Provide approval of:
 - a. The latest hydrology study by the Storm Drain and Hydrology Section of Land Development Division.
 - b. The grading plan by the Geotechnical & Materials Engineering Division (GMED).
 - c. Permits and/or letters of non-jurisdiction from all State and Federal Agencies, as applicable. These agencies may include, but may not be limited to the State of California Regional Water Quality Control Board, State of California Department of Fish and Wildlife, State of California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR), and the Army Corps of Engineers.
4. If deemed applicable, submit a covenant or a letter of permission to enter and construct (briefly describe the improvement).
5. Per County Code Section 12.84.430 (C), follow USEPA guidance regarding "Managing Wet Weather with Green Infrastructure: Green Streets 26" (December 2008 EPA-833-F-08-009) to the maximum extent practicable.

REQUIREMENTS PRIOR TO FINAL MAP RECORDATION:

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION – GRADING
TRACT NO. 073065

Page 2/2

TENTATIVE MAP DATED 07-28-2015
EXHIBIT MAP DATED 07-28-2015

6. Submit a grading plan for approval. The grading plan must show and call out the following items, including but not limited to: construction of all drainage devices and details, paved driveways, elevation and drainage of all pads, SUSMP and LID devices (fill in whichever is applicable), and any required landscaping and irrigation not within a common area or maintenance easement. Acknowledgement and/or approval from all easement holders may be required.
7. A maintenance agreement or CC&Rs may be required for all privately maintained drainage devices, slopes, and other facilities.
8. Record a deed restriction to hold future owners responsible for maintaining the drainage devices without obstructing flows from off-site.

Name Nazem Said  Date 8/11/2015 Phone (626) 458-4921
P:\ldpub\SUBPCHECK\Plan Checking Files\Tract Map\TR 073065\GP 073065\2015-07-29 TTR 073065 SUBMITTAL

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

1. Outlet approval from the City of Santa Clarita is required for the sewer area study approval and the sewer improvement plan approval.
2. The subdivider shall comply with the mitigation measures as identified by the City of Santa Clarita. Upgrade of the proposed and existing sewerage system is required to the satisfaction of the City of Santa Clarita.
3. A sewer area study for the proposed subdivision (PC12239AS, dated 06-18-2015) was reviewed and conditionally approved. No additional mitigation measures are required within the County of Los Angeles subjected to the City of Santa Clarita outlet approval. The sewer area study shall be invalidated should there be an increase in the total number of dwelling units, an increase in the density, dwelling units occur on previously identified building restricted lots, a change in the proposed sewer alignment, an increase in the tributary sewershed, a change in the sewer connection points, or the adoption of a land use plan or an update to the current plan. An update to the approved sewer area study may be allowed at the discretion of the Director of Public Works. The approved sewer area study shall remain valid for two years from the date of sewer area study approval. After this period of time, an update of the area study shall be submitted by the applicant if determined to be warranted by Public Works.
4. The subdivider shall install and dedicate main line sewers and serve each building with a separate house lateral or have approved and bonded sewer plans on files with Public Works.
5. The subdivider shall send a print of the land division map to the County Sanitation District with a request for annexation. The request for annexation must be approved prior to final map approval.
6. Easements are required, subject to review by Public Works to determine the final locations and requirements.
7. Sewer reimbursement and ordinance frontage charges as determined by the Director of Public Works shall be paid to the County of Los Angeles before the filing of this land division map.

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

1. A water system maintained by the water purveyor, with appurtenant facilities to serve all buildings in the land division, must be provided. The system shall include fire hydrants of the type and location (both on-site and off-site) as determined by the Fire Department. The water mains shall be sized to accommodate the total domestic and fire flows.
2. The applicant shall comply with the requirements as stipulated by the attached Will Serve letter dated 12/23/2014 from the Santa Clarita Water Division of Castaic Lake Agency to the satisfaction of Public Works. The Will Serve letter will expire on 12/23/2015 it shall be sole responsibility of the applicant to renew the aforementioned Will Serve letter upon expiration and abide by all requirements of the water purveyor.
3. Easements shall be granted to the appropriate agency or entity for the purpose of ingress, egress, construction and maintenance of all infrastructures constructed for this land division to the satisfaction of Public Works.
4. Submit landscape and irrigation plans with landscape area greater than 2,500 square feet, in accordance with the Water Efficient Landscape Ordinance. If required depict all line of sight easements on the landscaping and grading plans.

SANTA CLARITA WATER, A DIVISION OF CASTAIC LAKE WATER AGENCY



26521 SUMMIT CIRCLE • SANTA CLARITA, CALIFORNIA 91350-3049 • (661) 259-2737
MAILING ADDRESS: P.O. BOX 903 • SANTA CLARITA, CALIFORNIA 91380-9003

December 23, 2014

KB Homes
Attn: Mr. Ron Mertzel
25115 Avenue Stanford, Suite B-215
Valencia, CA 91355

RE: Availability of Water and Feasibility to Serve
Tract No. 46018-11, Lot 219, NWC of La Madrid Drive and Plum Canyon Road
SCWD WO No. S13-620

Dear Mr. Mertzel:

This letter confirms that the Santa Clarita Water Division (SCWD) of Castaic Lake Agency has performed technical studies of the subject development to determine the feasibility of serving the project in the near future. The project is within the SCWD service boundary and the existing water system will support the development with the improvements identified in our studies. Therefore, it is feasible for SCWD to serve the project. SCWD will own, operate and maintain the public water system once it is constructed.

At this time, it is not possible to determine if there is an adequate water supply available to meet the needs of the project. This determination will be made when the project moves into final design. SCWD receives its water through imported water supplies and local groundwater resources. Drought conditions may impact water supply from groundwater resources. Imported water reliability is currently in question due to imposed regulatory mandates. These two conditions may improve or worsen over time.

On June 22, 2011, the CLWA Board of Directors adopted the 2010 Urban Water Management Plan (UWMP). One of the assumptions in the UWMP is that there will be a reduction of 20 percent in per capita urban water use by 2020 as required by SBX7-7. Therefore, it is critical, if the project is to avoid significant cumulative impacts to water supply, that it incorporates water conservation measures into the project design. To ensure this occurs, the entitlements should include water conservation measures as conditions of approval.

In addition, all landscaping and irrigation design plans must comply with the State of California Water Efficiency Landscape Ordinance (AB 1881). Please check the following website for details: <http://www.water.ca.gov/wateruseefficiency/docs/MWELO09-10-09.pdf>.

If the above-referenced project includes commercial, industrial, landscaping or fire services, all such services will require backflow devices installed and tested per SCWD policy and specifications prior to the service being activated.

RE: Availability of Water and Feasibility to Serve
Tract No. 46018-11, Lot 219, NWC of La Madrid Drive and Plum Canyon Road
SCWD WO No. S13-620

This determination of this feasibility to serve will remain valid for two years from the date of this letter. If the design of this water system has not been finalized and approved within this two-year time frame, this letter becomes null and void.

Please feel free to contact W. David Byrum, P.E., contract Principal Engineer, at (626) 260-0899 if you have any additional questions. We look forward to working with you to move this project to completion.

Sincerely,

A handwritten signature in black ink, appearing to read 'M. Guardado, Jr.', written in a cursive style.

Mauricio E. Guardado, Jr.
Retail Manager

MEG/el

The subdivision shall conform to the design standards and policies of Public Works, in particular, but not limited to the following items:

1. Provide additional right of way for corner cut-offs at intersections of La Madrid Drive and Plum Canyon Road, and Farrell Road (Proposed Skyline Ranch Road) and Plum Canyon Road to the satisfaction of Public Works. The corner cut offs shall be based off a curb return of 35 feet.
2. Dedicate right of way 43.5 feet from the centerline along the property frontage on Farrell Road (Proposed Skyline Ranch Road) to the satisfaction of Public Works. Three and one half (3.5) feet of additional right of way is required along the property frontage.
3. Construct new driveways to the satisfaction of Public Works.
4. Reconstruct any non-ADA conforming parkway improvements (sidewalk, driveways, curb ramps, landings, etc) that either serve or form a part of a Pedestrian Access Route to meet current ADA requirements to the satisfaction of Public Works.
5. Repair any displaced, broken, or damaged curb, gutter, sidewalk, driveway apron, and pavement along the property frontage on streets within this subdivision.
6. Repair any damaged improvements during construction to the satisfaction of Public Works.
7. Improvements on Farrell Road (Proposed Skyline Ranch Road) along the property frontage shall be completed prior to the issuance of the certificate of occupancy for the building that contains the 91st Condominium Unit.
8. Construct curb, gutter, base, pavement, sidewalk (5 feet sidewalk adjacent to the property line) along the property frontage on Farrell Road (Proposed Skyline Ranch Road) to the centerline of Farrell Road, and the raised median to the satisfaction of Public Works. Thirty two feet of pavement and the raised median are required.
9. Construct additional base, pavement, pavement transition and provide road drainage solution on the east bound barrel of Farrell Road (Proposed Skyline Ranch Road) along the property frontage to the satisfaction of Public Works.

10. Construct full-width sidewalk along the property frontage at all returns.
11. Construct a slough wall outside the street right of way when the height of the slope is greater than five feet above the sidewalk and the sidewalk is adjacent to the street right of way. The wall shall not impede any required line of sight.
12. Plant street trees along the property frontages to the satisfaction of the Public Works.
13. Construct drainage improvements and offer easements needed for street drainage or slopes to the satisfaction of Public Works.
14. Execute a covenant for private maintenance of curb/parkway drains; if any, to the satisfaction of Public Works.
15. Provide Street lights on concrete poles with underground wiring along the property frontage on Farrell Road (Proposed Skyline Ranch Road) and La Madrid Drive to the satisfaction of Public Works. Provision of street lights on Farrell Road (Proposed Skyline Ranch Road) shall also comply with Condition Number 7 of these Road Conditions.

Submit street lighting plans along with existing and proposed underground utilities plans as soon as possible for review and approval to the Street Lighting Section of the Traffic and Lighting Division. For additional information, contact the Street Lighting Section at (626) 300-4726.

Upon tentative map approval, the applicant shall comply with conditions of acceptance listed below in order for the lighting districts to pay for the future operation and maintenance of the street lights. It is the sole responsibility of the owner/developer of the project to have all street lighting plans approved prior to the issuance of building permits. The required street lighting improvements shall be the sole responsibility of the owner/developer of the project and the installation must be accepted per approved plans prior to the issuance of a certificate of occupancy. If phasing of the project is approved, the required street lighting improvements shall be the sole responsibility of the owner/developer of the project and will be made a condition of approval to be in place for each phase.

CONDITIONS OF ACCEPTANCE FOR STREET LIGHT TRANSFER OF BILLING:

All required street lights in the project must be constructed according to Public Works approved plans. The contractor shall submit one complete set of "as-built" plans. The lighting district can assume the responsibility for the operation and maintenance of the street lights by July 1st of any given year, provided all required street lights in the project have been constructed per Public Works approved street lighting plan and energized and the owner/developer has requested a transfer of billing at least by January 1st of the previous year. The transfer of billing could be delayed one or more years if the above conditions are not met. The lighting district cannot pay for the operation and maintenance of street lights located within gated communities.

16. Provide and install street name signs prior to occupancy of buildings.
17. Underground all existing service lines and distribution lines that are less than 50 KV and new utility lines to the satisfaction of Public Works and Southern California Edison. Contact Construction Division at (626) 458-3129 for new location of any above ground utility structure in the parkway.
18. Prior to final map approval, enter into an agreement with the County franchised cable TV operator (if an area is served) to permit the installation of cable in a common utility trench to the satisfaction of Public Works; or provide documentation that steps to provide cable TV to the proposed subdivision have been initiated to the satisfaction of Public Works.
19. Comply with the mitigation measures identified by the attached Traffic and Lighting Division Letter dated May 4, 2015 for Farrell Road (Proposed Skyline Ranch Road) to the satisfaction of Public Works.
20. Prepare detailed 1" = 40' scaled signing and striping plans (interim and ultimate) for all multi-lane street and highways within or abutting this subdivision to the satisfaction of Public Works.
21. Traffic Signal Plans (Scale 1:20) will be required at any location where modification to the existing traffic signal is deemed necessary and at locations where new traffic signals are to be installed to the satisfaction of Public Works.
22. Prior to building permit issuance, pay the fees established by the Board of Supervisors for the Bouquet Canyon Bridge and Major Thoroughfare Construction Fee District (B&T District). The fee is to be based upon the fee rate

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION - ROAD
TRACT NO. 073065

Page 4/4

TENTATIVE MAP DATED 07-28-2015
EXHIBIT "A" MAP DATED 07-28-2015

in effect at the time of permit issuance. The current applicable fee is \$17,800 per factored unit and is subject to change. Record a covenant (subject to the approval of Public Works) at final map approval to encumber parcels/property owners with provisions requiring payment of applicable B&T District fees prior to building permit issuance.

Prepared by Joseph Nguyen *Jn*
tr073065r-rev3

Phone (626) 458-4921

Date 08/20/2015



GAIL FARBER, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

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P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE. T-4

May 4, 2015

Mr. Alfred C. Ying, P.E.
Linscott, Law & Greenspan, Engineers
600 South Lake Avenue, Suite 500
Pasadena, CA 91106

Dear Mr. Ying:

TRAFFIC CONSIDERATIONS MEMORANDUM (FEBRUARY 5, 2015) TENTATIVE TRACT MAP NO. 73065 – SANTA CLARITA VALLEY AREA

We reviewed the Traffic Considerations Memorandum (TCM) for the proposed Tentative Tract Map No. 73065 previously identified as Tentative Tract Map No. 46018-11 Lot 219. The proposed project is located in the unincorporated Santa Clarita Valley area.

The TCM outlines the traffic considerations related to the proposed modification of the previously recorded Tentative Tract Map No. 46018-11 Lot 219. The proposed modification would alter the land use from 150,000 square feet of commercial use to 40,000 square feet of commercial use, a 3,500-square-foot drive-through restaurant, and 175 condominiums.

We generally agree with the TCM that the modification proposed for Tentative Tract Map No. 73065 will result in trip generation characteristics similar to those associated with Tentative Tract Map No. 46018-11 Lot 219. Consequently, no further traffic analysis is required at this time. All requirements previously approved for Tract Map No. 46018-11 Lot 219 outlined in our previous letter dated January 8, 2004 (copy enclosed) are still valid and shall be satisfied in accordance with that letter.

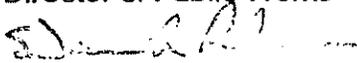
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Mr. Alfred C. Ying
May 4, 2015
Page 2

If you have any questions regarding the review of this document, please contact Mr. Kent Tsujii of Traffic and Lighting Division, Traffic Studies Section, at (626) 300-4776.

Very truly yours,

GAIL FARBER
Director of Public Works



DEAN R. LEHMAN
Assistant Deputy Director
Traffic and Lighting Division

 KRC:mrb
PATL PUBISTUDIESIEIR 15-0044-VTTM 73065-REV 1.DOC

Enc.

bc: Land Development (Narag)



JAMES A. NOYES, Director

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

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ALHAMBRA, CALIFORNIA 91807-1460

IN REPLY PLEASE
REFER TO FILE T-4

January 8, 2004

Mr. Alfred C. Ying, P.E.
Linscott, Law & Greenspan, Engineers
234 East Colorado Boulevard, No. 400
Pasadena, CA 91101

Dear Mr. Ying:

REVISED TRAFFIC IMPACT STUDY (OCTOBER 16, 2003)
TENTATIVE TRACT NO. 46018 (PHASE 1 – 18)
SANTA CLARITA AREA

As requested, we have reviewed the above-mentioned document. The proposed project is located on both the north and south sides of Plum Canyon Road immediately east of the intersection of Golden Valley Road and Santa Catarina Road at Plum Canyon Road in the unincorporated County of Los Angeles area northeast of the City of Santa Clarita.

The proposed project consists of the development of a total of 1,298 single-family residential units, 1,202 condominium units, 150,000 square feet of commercial floor area, a fire station, and a local park. The project is estimated to generate approximately 30,886 vehicle trips daily, with 1,825 and 3,010 vehicle trips during the a.m. and p.m. peak hours, respectively.

We have reviewed the traffic impact study for Tentative Tract No. 46018 Phases 1 through 9 and the mitigation measures for these Phases can be found in our December 22, 2003, letter (copy enclosed). We agree with the October 16, 2003, Traffic Impact Study for Phases 1 through 18 that the traffic generated by the project alone will significantly impact the following County intersections and will require mitigation measures beyond those previously mentioned in Phases 1 through 9. These mitigation measures shall be implemented to the satisfaction of Public Works prior to the recordation of Phases 10 through 18.

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Golden Valley Road and Santa Catarina Road at Plum Canyon Road

East Approach: One left-turn lane, two through lanes, and a shared through/right-turn lane (add one through lane and convert one exclusive right-turn lane to shared through/right-turn lane).

West Approach: One left-turn lane, two through lanes, and a shared through/right-turn lane (add one through lane and convert one exclusive right-turn lane to shared through/right-turn lane).

Modify traffic signal as necessary.

Detailed striping and signal installation/modification plans must be prepared and submitted to our Traffic Design Section and Traffic Systems Section, respectively, for review and approval.

The following project site and access improvements are recommended for the project. These improvements shall be the sole responsibility of the project and should be made a condition of approval to be in place prior to the issuance of any building permit(s) for Phases 10 through 18. The following mitigation measures exceed those previously mentioned improvements in Phases 1 through 9.

The access for the commercial center located along Plum Canyon Road, which will be completed as part of Phase 11, shall be restricted to right-turn in and out only along Plum Canyon Road. If a full access is proposed, then a separate access circulation study shall be submitted to Public Works for review and approval.

A 40-foot-scale site plan for all commercial developments within the project site shall be submitted for review and approval. The plans shall clearly show all access, interior circulation, parking, traffic controls, and all adjacent intersections and driveways. The County shall reserve the right to restrict traffic movements at the driveways in the future.

Mariel Way - TT 46018 (Future) at Plum Canyon Road

North Approach: One exclusive right-turn lane.

East Approach: Two through lanes and one shared through/right-turn lane (add second through lane and one shared through/right-turn lane).

West Approach: Three through lanes (add two through lanes).

Heller Circle - TT 46018 (Future) at Plum Canyon Road

East Approach: One left-turn lane and three through lanes (add one left-turn lane and two through lanes).

South Approach: One left-turn lane and one exclusive right-turn lane.

West Approach: Two through lanes and one shared through/right-turn lane (add one through lanes).

Install traffic signal.

La Madrid Drive - TT 46018 (Future) at Plum Canyon Road

North Approach: One left-turn lane, one through lane, and one exclusive right-turn lane.

East Approach: One left-turn lane, two through lanes, and one shared through/right-turn lane (add one left-turn lane, one through lane, and one shared through/right-turn lane).

South Approach: One left-turn lane and one shared through/right-turn lane.

West Approach: One left-turn lane, two through lanes, and one shared through/right-turn lane (add one left-turn lane, one through lane, and one shared through/right-turn lane).

Install traffic signal.

Plum Canyon Road and Whites Canyon Road at Heller Circle - TT 46018 (Future) and Farrell Road - TT 46018 (Future)

North Approach: One left-turn lane, two through lanes, and one shared through/right-turn lane (add one left-turn lane, one through lane, and one shared through/right-turn lane).

East Approach: One left-turn lane and one shared through/right-turn lane.

South Approach: One left-turn lane, two through lanes, and one shared through/right-turn lane (add one left-turn lane, one through lane, and one shared through/right-turn lane).

West Approach: One left-turn lane and one shared through/right-turn lane.

Install traffic signal.

Plum Canyon Road

Plum Canyon Road within the project site is designated as a major highway on the County of Los Angeles Highway Plan to be improved to its ultimate right-of-way width. The project shall dedicate adequate right of way and construct full street improvements within the project site acceptable to Public Works.

Whites Canyon Road

Whites Canyon Road within the project site is designated as a major highway on the Los Angeles County Highway Plan to be improved to its ultimate right-of-way width. The project shall dedicate adequate right of way and construct full street improvements within the project site acceptable to Public Works.

Detailed striping and signal installation/modification plans must be prepared and submitted to our Traffic Design Section and Traffic Systems Section, respectively, for review and approval.

The project will significantly impact the following City of Santa Clarita intersections and will require mitigation measures beyond those previously mentioned in Phases 1 through 9. The project is within the Bouquet Canyon Bridge and Major Thoroughfare (B&T) District who will fund the ultimate improvements to the intersections, including the following recommended mitigation measures for the project. The City of Santa Clarita has indicated their preference for payment to the B&T District for the ultimate improvements in lieu of the following mitigation measures. The project shall pay its share of the Bouquet Canyon B&T District fees.

Whites Canyon Road at Soledad Canyon Road

North Approach: Two left-turn lanes, two through lanes, and one shared through/right-turn lane (convert exclusive right-turn lane to shared through/right-turn lane).

East Approach: Two left-turn lanes, three through lanes, and one exclusive right-turn lane (add third through lane).

Mr. Alfred C. Ying
January 8, 2004
Page 5

South Approach: Two left-turn lanes, two through lanes, and one shared through/right-turn lane (convert exclusive right-turn lane to shared through/right-turn lane).

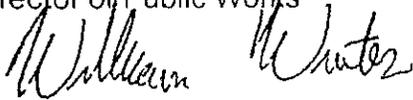
· Modify traffic signal as necessary.

We agree with the study that the project will not have any significant impact to the Congestion Management Program-monitored intersections, arterials, and freeways.

If you have any questions regarding the traffic analysis, please call Mr. Suen Fei Lau of our Traffic Studies Section at (626) 300-4820; for questions regarding striping plans, please call Mr. Sam Chinn of our Traffic Design Section at (626) 300-4718; and for questions regarding the traffic signal installation/modification, please contact Mr. Martin Amundson of our Traffic Systems Section at (626) 300-4774.

Very truly yours,

JAMES A. NOYES
Director of Public Works



WILLIAM J. WINTER
Assistant Deputy Director
Traffic and Lighting Division

 PA:cn
EIR03371 B

Enc.

cc: Department of Regional Planning (Daryl Koutnik)

bc: Land Development (Witler, Wong)
Watershed Management (Munroe)



JAMES A. NOYES, Director

COUNTY OF LOS ANGELES
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IN REPLY PLEASE
REFER TO FILE: T-4

December 22, 2003

Mr. Alfred C. Ying, P.E.
Linscott, Law & Greenspan, Engineers
234 East Colorado Boulevard, No. 400
Pasadena, CA 91101

Dear Mr. Ying:

REVISED TRAFFIC IMPACT STUDY (JANUARY 14, 2003)
TENTATIVE TRACT NO. 46018 (PHASE 1 - 9)
SANTA CLARITA AREA

As requested, we have reviewed the above-mentioned document. The proposed project is located on both the north and south sides of Plum Canyon Road immediately east of the intersection of Golden Valley Road and Santa Catarina Road at Plum Canyon Road in the unincorporated County of Los Angeles area northeast of the City of Santa Clarita.

The proposed project consists of the development of a total of 776 single-family residential units and 720 condominium units. The project is estimated to generate approximately 13,186 vehicle trips daily, with 972 and 1,309 vehicle trips during the a.m. and p.m. peak hours, respectively. It should be noted that the scope of the project has changed since the completion of this report. Phase 4, originally designed for 720 condominium units, has been reduced to 534 condominium units. Due to time constraints, the developer and the traffic consultant has agreed that the report and all related mitigation measures will remain as stated in the document utilizing the original scope.

Tentative Tract No. 46018, Phases 1 through 9, will be constructed in the following order: Phases 1 through 3, Phases 5 through 7, Phases 8 and 9, and Phase 4. We have reviewed the phasing segments and approved the appropriate mitigation measures required to maintain the infrastructure as these Phases are built. The above-mentioned Traffic Impact Study is an all encompassing evaluation of Phases 1 through 9 of Tentative Tract No. 46018 and our previously recommended mitigation measures in the referenced letters (copies enclosed) are still valid and applicable.

FILE COPY

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Mr. Alfred C. Ying
December 22, 2003
Page 2

1. Phases 2 and 3 - Letter dated April 1, 2003
2. Phases 5, 6, and 7 - Letter dated July 3, 2003
3. Phases 8 and 9 - Letter dated November 6, 2003
4. Phases 4 - Letter dated December 2, 2003

We agree with the study that the project will not have any significant impact to the Congestion Management Program-monitored intersections, arterials, and freeways.

If you have any questions regarding the traffic impact analysis, please call Mr. Suen Fei Lau of our Traffic Studies Section at (626) 300-4820; for questions regarding striping plans, please call Mr. Sam Richards of our Traffic Studies Section at (626) 300-4842; and for questions regarding the traffic signal installation/modification, please contact Mr. Martin Amundson of our Traffic Systems Section at (626) 300-4705.

Very truly yours,

JAMES A. NOYES
Director of Public Works


WILLIAM J. WINTER
Assistant Deputy Director
Traffic and Lighting Division

PA:cn
EIR03353.B

Enc.

bc: Building and Safety
Land Development (Witler, Wong)
Watershed Management (Munroe)



JAMES A. NOYES, Director

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

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 91802-1460

IN REPLY PLEASE
REFER TO FILE: T-4

April 1, 2003

Mr. Alfred C. Ying, P.E.
Linscott, Law & Greenspan, Engineers
234 East Colorado Boulevard, No. 400
Pasadena, CA 91101

Dear Mr. Ying:

PHASING ANALYSIS (FEBRUARY 27, 2003)
TENTATIVE TRACT NO. 46018 - PHASES II AND III
SANTA CLARITA AREA

We have reviewed Phases II and III of the above-mentioned project. The document evaluated nine phases (including the recorded Phase I, 142 single-family residential units) of development located on both the north and south sides of Plum Canyon Road immediately east of the intersection of Golden Valley Road and Santa Catarina Road at Plum Canyon Road in the unincorporated County of Los Angeles area northeast of the City of Santa Clarita. The proposed Phases I, II, and III are located on the south side of Plum Canyon Road immediately southeast of the intersection of Golden Valley Road and Santa Catarina Road at Plum Canyon Road.

The developer wishes to record Phases II and III in the immediate future and due to time constraints, traffic impacts for the remaining phases in the traffic analysis will be assessed at a later time.

PHASE II

We recommend the following improvements be guaranteed prior to the recordation of Phase II of Tentative Tract No. 46018, which consists of the total development of 226 single-family residential units.

FILE COPY

Plum Canyon Road

Plum Canyon Road from Golden Valley Road and Santa Catarina Road to its first intersection with Heller Circle - TT 46018 (Future): Provide two through lanes in the eastbound direction to widen to its ultimate Major Highway dimensions.

Golden Valley Road and Santa Catarina Road at Plum Canyon Road

North Approach: One shared left-turn/through lane and an exclusive right-turn lane (convert left-turn lane to shared left-turn/through lane and shared through/right-turn lane to an exclusive right-turn lane).

Modify traffic signal as necessary.

Heller Circle - TT 46018 (Future) at Plum Canyon Road

East approach: One left-turn lane and one through lane (add one left-turn lane).

South approach (TT 46018, Future): One shared left-/right-turn lane.

West approach: One through lane and one shared through/right-turn lane (add shared through/right-turn lane).

Plum Canyon Road and Whites Canyon Road at Heller Circle - TT 46018 (Future)

South approach: One left-turn lane and one through lane (add one left-turn lane).

West approach (TT 46018, Future): One shared left-/right-turn lane.

Detailed striping and signal modification plans must be prepared and submitted to our Traffic Design Section and Traffic Systems Section, respectively, for review and approval.

The project will significantly impact the following City of Santa Clarita intersection. The project is within the Bouquet Canyon Bridge and Major Thoroughfare (B&T) District which will fund the ultimate improvements to the intersection including the following mitigation measure for the project. The project shall pay its share of the Bouquet Canyon B&T District fees.

Mr. Alfred C. Ying
April 1, 2003
Page 3

Whites Canyon Road at Soledad Canyon Road

East approach: Two left-turn lanes, three through lanes, and one exclusive right-turn lane (add third through lane).

Modify traffic signals.

PHASE III

We recommend the following improvements be guaranteed prior to the recordation of Phase III of Tentative Tract No. 46018, which consists of the total development of 332 single-family residential units.

Whites Canyon Road

Whites Canyon Road from Heller Circle - TT 46018 (Future) to the south project boundary: Provide two through lanes in the southbound direction to widen to its ultimate Major Highway dimensions.

Detailed striping and signal modification plans must be prepared and submitted to our Traffic Design Section and Traffic Systems Section, respectively, for review and approval.

The project will significantly impact the following City of Santa Clarita intersection under the City's guidelines. We recommend the project's share of payment to the Bouquet Canyon B&T be used to fund the following improvement.

Bouquet Canyon Road at Plum Canyon Road

South approach: One left-turn lane, two through lanes, and one free-flow right-turn lane (convert exclusive right-turn lane to free-flow right-turn lane).

The project shall contact the City of Santa Clarita regarding the feasibility of this mitigation measure.

The project's fair share percent and the total cost for the traffic signals as indicated in the enclosed Table 1. We recommend the developer to enter into a secured agreement with Public Works to pay for the entire cost to install traffic signals at the intersections shown in Table 1. The developer may pay signal shares by phase (Table 2 enclosed) as each phase gets recorded. The developer shall pay for Phase I with Phase II. The traffic signals shall only be installed when actual traffic conditions warrant the signals.

Mr. Alfred C. Ying
April 1, 2003
Page 4

A freeway traffic impact analysis has been conducted and determined that no Project-related significant traffic impact will occur to the mainline freeways.

If you have any question regarding the review of this document, please contact Mr. Patrick Arakawa of our Traffic Studies Section at (626) 300-4867.

Very truly yours,

JAMES A. NOYES
Director of Public Works

WILLIAM WINTER
Assistant Deputy Director
Traffic and Lighting Division

 PA:cn
T-4/EIR03061.wpd

Enc.

bc: T. M. Alexander
Building and Safety
Land Development (Witler, Wong)

TRAFFIC SIGNAL SHARES
TENTATIVE TRACT MAP 46018

	Intersection	Project Percent Share	Total Signal Cost	Project Cost
12	Heller Circle - TT 46018 (Future)/ Plum Canyon Road	100.0	\$200,000	\$200,000
13	La Madrid Drive - TT 46018 (Future)/ Plum Canyon Road	100.0	\$250,000	\$250,000
14	Plum Canyon Road and Whites Canyon Road/ Heller Circle - TT 46018 (Future)	100.0	\$250,000	\$250,000
TOTAL COST				\$700,000

TABLE 2
BREAK-DOWN OF FAIR SHARE COST PER PHASE
TENTATIVE TRACT MAP 46018

Phase	Number of Units	Percent of Total	Fair Share Cost Per Phase	Amount Already Paid
46018-1 (recorded)	142 SFDU	11.0	\$77,000	\$0
46018-2 (recorded)	84 SFDU	6.5	\$45,500	\$0
46018-3 (recorded)	106 SFDU	8.2	\$57,400	\$0
46018-5 (by August 2003)	32 SFDU	2.5	\$17,500	\$0
46018-6 (Indefinite)	5 SFDU	0.4	\$2,800	\$0
46018-7 (by August 2003)	150 SFDU	11.6	\$81,200	\$0
46018-8 (by November 2003)	168 SFDU	12.9	\$90,300	\$0
46018-9 (by November 2003)	89 SFDU	6.9	\$48,300	\$0
46018-4 (by March 2004)	720 CDU	40.0	\$280,000	\$0
TOTAL	776 SFDU 720 CDU	100.0%	\$700,000	\$0

SFDU - Single Family Dwelling Unit;

CDU - Condominium Dwelling Unit;



JAMES A. NOYES, Director

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DEPARTMENT OF PUBLIC WORKS

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IN REPLY PLEASE REFER TO FILE: T-4

July 3, 2003

Mr. Alfred C. Ying, P.E.
Linscott, Law & Greenspan, Engineers
234 East Colorado Boulevard, No. 400
Pasadena, CA 91101

Dear Mr. Ying:

PHASING ANALYSIS (MARCH 12, 2003)
TENTATIVE TRACT NO. 46018 - PHASES V, VI, AND VII
SANTA CLARITA AREA

We have reviewed Phases V, VI, and VII of the above-mentioned project. The document evaluated nine phases of development located on both the north and south sides of Plum Canyon Road immediately east of the intersection of Golden Valley Road and Santa Catarina Road at Plum Canyon Road in the unincorporated County of Los Angeles area northeast of the City of Santa Clarita. The proposed Phases V and VI are located on the south side of Plum Canyon Road immediately southeast of the intersection of Golden Valley Road and Santa Catarina Road at Plum Canyon Road. Phase VII is located on the north side of Plum Canyon Road northeast of the intersection of Golden Valley Road and Santa Catarina Road at Plum Canyon Road.

The developer wishes to record Phases V, VI, and VII in the immediate future and due to time constraints, traffic impacts for the remaining phases in the traffic analysis will be assessed at a later time.

Phase V, VI, and VII

We recommend the following improvements be guaranteed in a manner satisfactory to the Public Works Land Development Division prior to the recordation of Phase V, VI, and VII of Tentative Tract No. 46018, which consists of the total development of 187 single-family residential units.

FILE COPY

Mr. Alfred C. Ying
July 3, 2003
Page 2

Golden Valley Road and Santa Catarina Road at Plum Canyon Road

East Approach: One left-turn lane, two through lanes, and one exclusive right-turn lane (add second through lane).

Modify traffic signal as necessary.

Heller Circle - TT 46018 (Future) at Plum Canyon Road

East Approach: One left-turn lane and two through lane (add one through lane).

Mariel Way at Plum Canyon Road

North Approach: One exclusive right-turn lane.

East Approach: One through lane and one shared through/right-turn lane (add one shared through/right-turn lane).

West Approach: Two through lanes (add one through lane).

Plum Canyon Road

Widen and improve the north side along the Phase VII frontage from Golden Valley Road and Santa Catarina Road to the intersection of La Madrid Drive. Provide two through lanes in the westbound direction.

Detailed striping and signal modification plans must be prepared and submitted to our Traffic Design Section and Traffic Systems Section, respectively, for review and approval.

The project will significantly impact the following City of Santa Clarita intersections. The project is within the Bouquet Canyon Bridge and Major Thoroughfare (B&T) District which will fund the ultimate improvements to the intersections including the following mitigation measure for the project. The City of Santa Clarita has indicated their preference for payment to the B&T District for the ultimate improvements in lieu of the following mitigation measures. The project shall pay its share of the Bouquet Canyon B&T District fees.

Mr. Alfred C. Ying
July 3, 2003
Page 3

Seco Canyon Road at Bouquet Canyon Road

West Approach: Two left-turn lanes and three through lanes (add one through lane).

Haskell Canyon Road at Bouquet Canyon Road

West Approach: Two left-turn lanes, two through lanes, and one shared through/right-turn lane (add one through lane).

Sierra Highway at Soledad Canyon Road

Modify the signal to provide an eastbound right-turn overlapping phase, which will be operated concurrently during the northbound left-turn phase.

As specified in the phasing analysis for Phases V, VI, and VII, on Table 1B, the following revisions were made to the mitigation measures for Phase II of this project.

Phase II (modifications)

Heller Circle - TT 46018 (Future) at Plum Canyon Road

South Approach: One left-turn lane and one exclusive right-turn lane (change to left turn and add one exclusive right-turn lane).

Plum Canyon Road and Whites Canyon Road at Heller Circle - TT 46018 (Future)

West approach (TT 46018, Future): One left turn and one exclusive right-turn lane (change one shared left-/right-turn lane to left turn and add one exclusive right-turn lane).

North Approach: One shared through/right turn lane.

The project's fair share percent and the total cost for the traffic signals are indicated in the enclosed Table 1. The developer shall pay Public Works for the entire cost to install traffic signals at the intersections shown in Table 1. The developer may pay signal shares by phase (Table 2 enclosed) as each phase gets recorded. The traffic signals shall only be installed when actual traffic conditions warrant the signals.

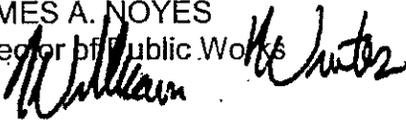
Mr. Alfred C. Ying
July 3, 2003
Page 4

A freeway traffic impact analysis has been conducted and determined that no project-related significant traffic impact will occur to the mainline freeways.

If you have any question regarding the review of this document, please contact Mr. Patrick Arakawa of our Traffic Studies Section at (626) 300-4867.

Very truly yours,

JAMES A. NOYES
Director of Public Works



WILLIAM J. WINTER
Assistant Deputy Director
Traffic and Lighting Division

PA:cn
T-4/EIR03074.wpd

Enc.

bc: T. M. Alexander
Building and Safety
Land Development (Witler, Wong)

TABLE 1
TRAFFIC SIGNAL SHARES
TENTATIVE TRACT MAP 46018

	Intersection	Project Percent Share	Total Signal Cost	Project Cost
12	Heller Circle - TT 46018 (Future)/ Plum Canyon Road	100.0	\$200,000	\$200,000
13	La Madrid Drive - TT 46018 (Future)/ Plum Canyon Road	100.0	\$250,000	\$250,000
14	Plum Canyon Road and Whites Canyon Road/ Heller Circle - TT 46018 (Future)	100.0	\$250,000	\$250,000
			TOTAL COST	\$700,000

TABLE 2
BREAK-DOWN OF FAIR SHARE COST PER PHASE
TENTATIVE TRACT MAP 46018

Phase	Number of Units	Percent of Total	Fair Share Cost Per Phase	Amount Already Paid
46018-1 (recorded)	142 SFDU	11.0	\$77,000	\$0
46018-2 (by March 2003)	84 SFDU	6.5	\$45,500	\$0
46018-3 (by March 2003)	106 SFDU	8.2	\$57,400	\$0
46018-5 (by May 2003)	32 SFDU	2.5	\$17,500	\$0
46018-6 (by May 2003)	5 SFDU	0.4	\$2,800	\$0
46018-7 (by May 2003)	150 SFDU	11.6	\$81,200	\$0
46018-8 (by November 2003)	168 SFDU	12.9	\$90,300	\$0
46018-9 (by November 2003)	89 SFDU	6.9	\$48,300	\$0
46018-4 (by March 2004)	720 CDU	40.0	\$280,000	\$0
TOTAL	776 SFDU 720 CDU	100.0%	\$700,000	\$0

SFDU - Single Family Dwelling Unit;

CDU - Condominium Dwelling Unit;



JAMES A. NOYES, Director

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

"Enriching Lives"

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ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE: T-4

November 6, 2003

Mr. Alfred C. Ying, P.E.
Linscott, Law & Greenspan, Engineers
234 East Colorado Boulevard, No. 400
Pasadena, CA 91101

Dear Mr. Ying:

PHASING ANALYSIS (MARCH 24, 2003)
UPDATE SITE ACCESS AND TRAFFIC WARRANT ANALYSIS (JULY 24, 2003)
TENTATIVE TRACT NO. 46018 - PHASES VIII and IX
SANTA CLARITA AREA

We have reviewed Phases VIII and IX of the above-mentioned project. The document evaluated phases I, II, III, V, VI, VII, VIII, and IX of the development. Our previous comments regarding the review of Phases I, II, III, dated April 1, 2003, and the review of Phases V, VI, VII, dated, July 3, 2003, are still valid and applicable. The proposed Phases VIII and IX are located on the north side of Plum Canyon Road immediately northeast of the intersection of Golden Valley Road and Santa Catarina Road at Plum Canyon Road in the unincorporated County of Los Angeles area of Santa Clarita.

The developer wishes to record Phases VIII and IX in the immediate future, and due to time constraints, traffic impacts for the remaining Phase IV in the traffic analysis will be assessed at a later time.

Phase VIII and IX

We recommend the following improvements be guaranteed in a manner satisfactory to Public Works' Land Development Division prior to the recordation of Phases VIII and IX of Tentative Tract No. 46018, which consists of the total development of 257 single-family residential units. Upon the developer's completion of the following improvements, the letter of credit, bond, or other form of guarantee will be returned to the developer.

FILE COPY

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Heller Circle - TT 46018 (Future) at Plum Canyon Road

Install traffic signal. The developer shall not install the above-ground portion of the signal prior to the completion of either Phase VIII or IX, whichever is completed first.

La Madrid Drive - TT 46018 (Future) at Plum Canyon Road

North Approach TT 46018 (Future): One left-turn lane and one exclusive right-turn lane.

West Approach: One left-turn lane and one through lane (add one left-turn lane).

Install traffic signal. The developer shall not install the above-ground portion of the signal prior to the completion of either Phase VII or IX, whichever is completed first.

Plum Canyon Road

Widen and improve the north side along the Phase VIII frontage from east of the intersection of Heller Circle at Plum Canyon Road to the intersection of La Madrid Drive at Plum Canyon Road. Provide two through lanes in the westbound direction.

Detailed striping and signal plans must be prepared and submitted to our Traffic Design Section and Traffic Systems Section, respectively, for review and approval.

The project will significantly impact the following City of Santa Clarita intersections. The project is within the Bouquet Canyon Bridge and Major Thoroughfare (B&T) District who will fund the ultimate improvements to the intersections, including the following mitigation measure for the project. The City of Santa Clarita has indicated their preference for payment to the B&T District for the ultimate improvements in lieu of the following mitigation measures. The project shall pay its share of the Bouquet Canyon B&T District fees.

Haskell Canyon Road at Bouquet Canyon Road

East Approach: One left-turn lane, two through lanes, and one shared through/right-turn lane (convert exclusive right-turn lane to shared through/right-turn lane).

Bouquet Canyon Road at Plum Canyon Road

East Approach: Two left-turn lanes and one shared left-/through/right-turn lane (convert shared left-turn/through lane to second left-turn lane and exclusive right-turn lane to shared left-/through/right-turn lane).

The project's fair share percent and the total cost for the traffic signals are indicated in Table 1. The developer shall guarantee the installation of the signals by paying Public Works for the entire cost to install traffic signals at the intersections shown in Table 1. The developer may pay signal shares by phases as shown in Table 2, as each phase gets recorded.

TABLE 1
TRAFFIC SIGNAL SHARES
TENTATIVE TRACT MAP 46018

	Intersection	Project Percent Share	Total Signal Cost	Project Cost
12	Heller Circle - TT 46018 (Future)/ Plum Canyon Road	100.0	\$200,000	\$200,000
13	La Madrid Drive - TT 46018 (Future)/ Plum Canyon Road	100.0	\$250,000	\$250,000
14	Plum Canyon Road and Whites Canyon Road/ Heller Circle - TT 46018 (Future)	100.0	\$250,000	\$250,000
TOTAL COST				\$700,000

TABLE 2

**BREAKDOWN OF FAIR-SHARE COST PER PHASE
 TENTATIVE TRACT MAP NO. 46018**

Phase	Number of Units	Percent of Total	Fair Share Cost Per Phase	Amount Already Paid
46018-1 (recorded)	142 SFDU	11.0	\$77,000	\$122,500
46018-2 (recorded)	84 SFDU	6.5	\$45,500	\$40,000
46018-3 (recorded)	106 SFDU	8.2	\$57,400	\$57,400
46018-5 (recorded)	32 SFDU	2.5	\$17,500	\$17,500
46018-6 (Indefinite)	5 SFDU	0.4	\$2,800	\$0
46018-7 (recorded)	150 SFDU	11.6	\$81,200	\$81,200
46018-8 (by November 2003)	168 SFDU	12.9	\$90,300	\$0
46018-9 (by November 2003)	89 SFDU	6.9	\$48,300	\$0
46018-4 (by March 2004)	720 CDU	40.0	\$280,000	\$0
TOTAL	776 SFDU 720 CDU	100.0%	\$700,000	\$318,600

SFDU - Single Family Dwelling Unit;

CDU - Condominium Dwelling Unit.

Mr. Alfred C. Ying
November 6, 2003
Page 5

If there are any questions, please contact Mr. Patrick Arakawa of our Traffic Studies Section at (626) 300-4867.

Very truly yours,

JAMES A. NOYES
Director of Public Works



WILLIAM J. WINTER
Assistant Deputy Director
Traffic and Lighting Division

PA:cn
EIR03075

cc: City of Santa Clarita (Robert Newman)

SA

bc: Building and Safety
Land Development (Wong)
Watershed Management (Munroe)
Traffic and Lighting (Amundson, Chinn, Munoz, Sheik)

December 2, 2003

TO: Rod Kubomoto
Watershed Management Division

FROM: Bill Winter
Traffic and Lighting Division *Bill Winter*

**ADDENDUM ENVIRONMENTAL IMPACT REPORT (OCTOBER 2003)
TENTATIVE TRACT NO. 46018 - PHASE 4
SANTA CLARITA AREA**

We have reviewed the above-mentioned project. The document has evaluated Phases 1 through 9 of Tentative Tract No. 46018. The proposed project, Phase 4, is located on the south side of Plum Canyon Road immediately southeast of the intersection of Heller Circle (Future Street – Tentative Tract No. 46018) at Plum Canyon Road in the unincorporated County area of Santa Clarita.

The proposed project will consist of 534 condominium units and is estimated to generate approximately 4,272 vehicle trips daily, with 288 and 390 vehicle trips during the a.m. and p.m. peak hours, respectively.

Excluding Phase 4, Phases 1 through 9 of Tentative Tract No. 46018 will be constructed in a sequential manner. Phases 1 through 3, Phases 5 through 7, Phases 8 and 9, and Phase 4 have been or will be recorded and built in this order. We have reviewed the phasing segments mentioned above and approved the mitigation measures required to maintain the traffic circulation as these phases were being or will be built. The following improvements will be completed by Phase 4 of Tentative Tract No. 46018 and shall be guaranteed in a manner satisfactory to Land Development prior to the recordation of Phase 4 of Tentative Tract No. 46018. Upon the developer's completion of the following improvements, the letter of credit, bond, or other form of security will be returned to the developer.

Heller Circle – TT 46018 (Future) at Plum Canyon Road

Install traffic signal when warranted (if Phase 4 is constructed before Phases 8 and 9 – see note below).

La Madrid Drive – TT 46018 (Future) at Plum Canyon Road

North Approach: One left-turn lane, one through lane, and one exclusive right-turn lane.

FILE COPY

East Approach: One left-turn lane and two through lanes (add one left-turn lane and a second through lane).

South Approach: One left-turn lane and one shared through/right-turn lane.

West Approach: One left-turn lane and two through lanes (add a second through lane).

Install traffic signal when warranted (if Phase 4 is constructed before Phases 8 and 9 - see note below).

Plum Canyon Road and Whites Canyon Road at Heller Circle –TT 46018 (Future)

North Approach: Two through lanes (add a second through lane).

South Approach: One left-turn lane and two through lanes (add a second through lane).

Install traffic signal when warranted (see note below).

Note: The developer shall procure the conditioned traffic signal equipment and may install all underground portions and control panels, but shall only install the above-ground portion of the signal when actual traffic conditions approach or meet established warrant criteria. Upon approval of a developer-prepared traffic signal warrant analysis for this intersection by Public Works, the developer will be permitted to install the above-ground portion of the signal.

Antelope Valley (SR-14) Freeway Northbound Ramps at Via Princesa

West Approach: Two left-turn lanes and one through lane (convert one through lane to second left-turn lane).

The project will significantly impact the following City of Santa Clarita intersections. The project is within the Bouquet Canyon Bridge and Major Thoroughfare (B&T) District who will fund the ultimate improvements to the intersections, including the following mitigation measure for the projects. The City of Santa Clarita has indicated their preference for payment to the B&T District for the ultimate improvements in lieu of the following mitigation measures. The project shall pay its share of the Bouquet Canyon B&T District fees.

Rod Kubomoto
December 2, 2003
Page 3

Bouquet Canyon Road at Plum Canyon Road

North Approach: One left-turn lane, two through lanes, and one shared through/right-turn lane (convert exclusive right-turn lane to shared through/right-turn lane).

Whites Canyon Road at Soledad Canyon Road

North Approach: Two left-turn lanes, two through lanes, and one shared through/right-turn lane (convert exclusive right-turn lane to shared through/right-turn lane).

South Approach: Two left-turn lanes, two through lanes, and one shared through/right-turn lane (convert exclusive right-turn lane to shared through/right-turn lane).

Sierra Highway at Soledad Canyon Road

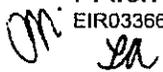
North Approach: Two left-turn lanes, two through lanes, and an exclusive right-turn lane (add a second left-turn lane).

Sierra Highway at Via Princessa

West Approach: One left-turn lane, three through lanes, and two exclusive right-turn lanes (add third through lane).

If there are any questions, please contact Patrick Arakawa of our Traffic Studies Section at Extension 4867.

PA:cn
EIR03366

 cc: Land Development (Witler, Wong)



COUNTY OF LOS ANGELES FIRE DEPARTMENT FIRE PREVENTION DIVISION

Land Development Unit
5823 Rickenbacker Road
Commerce, CA 90040
Telephone (323) 890-4243, Fax (323) 890-9783

PROJECT: TR 73065

MAP DATE: July 28, 2015

THE FIRE DEPARTMENT RECOMMENDS APPROVAL OF THIS PROJECT AS PRESENTLY SUBMITTED WITH THE FOLLOWING CONDITIONS OF APPROVAL.

CONDITIONS OF APPROVAL FINAL MAP

1. Access as noted on the Tentative and the Exhibit Maps shall comply with Title 21 (County of Los Angeles Subdivision Code) and Section 503 of the Title 32 (County of Los Angeles Fire Code), which requires an all-weather access surface to be clear to sky.
2. The driveways required for fire apparatus access shall be labeled as "Private Driveway and Fire lane" on the Final Map with the widths clearly depicted.
3. A construct bond is required for all fire lanes within this development. Provide written verification of the posted construction bond to the Fire Department prior to Final Map clearance.
4. A reciprocal access agreement is required all driveways proposed within this development, including the proposed Fire Department Emergency Access within Lot 2. Submit documentation to the Fire Department for review prior to Final Map clearance.
5. The development is required to install 17 public fire hydrants. Prior to final map clearance, provide written verification that the required fire hydrants have been bonded for in lieu of installation.

CONDITIONS OF APPROVAL BUILDING PERMIT

1. This property is located within the area described by the Fire Department as "Very High Fire Hazard Severity Zone". A "Fuel Modification Plan" shall be submitted and approved prior to building permit issuance. (Contact: Fuel Modification Unit, Fire Station #32, 605 North Angeleno Avenue, Azusa, CA 91702-2904, Phone (626) 969-5205 for details).

Reviewed by: Juan Padilla

Date: August 25, 2015



COUNTY OF LOS ANGELES FIRE DEPARTMENT FIRE PREVENTION DIVISION

Land Development Unit
5823 Rickenbacker Road
Commerce, CA 90040
Telephone (323) 890-4243, Fax (323) 890-9783

PROJECT: TR 73065

MAP DATE: July 28, 2015

-
2. The fire lanes shall provide a minimum paved unobstructed width of 26 feet, clear to the sky. Verification for compliance will be performed during the Fire Department review of the architectural plan prior to building permit issuance.
 3. The proposed buildings shall not exceed a height of 30 feet above the lowest level of the Fire Department vehicular access road. Buildings exceeding this height shall provide a 28 feet fire lane for fire apparatus access and shall be setback a distance between 15 feet and 30 feet from the edge of the fire lane to the building wall. Verification for compliance will be performed during the Fire Department review of the architectural plan prior to building permit issuance.
 4. All proposed buildings shall be places such that a fire lane is provided to within 150 feet of all exterior walls of the first story. This measurement shall be by an approved route around the exterior of the building or facility. Verification for compliance will be performed during the Fire Department review of the architectural plan prior to building permit issuance.
 5. The gradient of the fire lanes shall not exceed 15 percent. Any changes in grade shall not exceed 10 percent within a 10 feet distance or 5.7 degrees. Cross slopes and required Fire Department turnarounds shall not exceed 2 percent grades. Verification for compliance will be performed during the Fire Department review of the architectural plan prior to building permit issuance.
 6. Any change of direction within the fire lanes shall provide a 32 feet centerline turning radius. Verification for compliance will be performed during the Fire Department review of the architectural plan prior to building permit issuance.
 7. All proposed vehicular gates shall be designed, constructed, and maintained in accordance with ASTM F2200 and UL 325 as specified in the County of Los Angeles Fire Code. The vehicular gates shall provide an unobstructed width not less than 28 feet when fully open. Verification for compliance will be performed during the Fire Department review of the architectural plan prior to building permit issuance.



**COUNTY OF LOS ANGELES FIRE DEPARTMENT
FIRE PREVENTION DIVISION**

Land Development Unit
5823 Rickenbacker Road
Commerce, CA 90040
Telephone (323) 890-4243, Fax (323) 890-9783

PROJECT: TR 73065

MAP DATE: July 28, 2015

-
8. Specific fire apparatus access requirement for Lot 2 will be determined when final design plans are submitted to the Fire Department for review as architectural drawings prior to building permit issuance or when an Exhibit A is submitted as the CUP process.
 9. The development is required to install **17** public fire hydrants as noted on the Exhibit Map filed in our office. The fire hydrants shall be located at the same location and labeled a "new" on the architectural site plan. Verification for compliance will be performed during the Fire Department review of the architectural plan prior to building permit issuance.
 10. All required fire hydrants shall measure 6"x 4"x 2-1/2" brass or bronze, be located to provide a minimum clearance of 3 feet around the fire hydrant, and conform to current AWWA standard C503 or approved equal. Provide a note on the architectural site plan to be reviewed by the Fire Department prior to building permit issuance.
 11. Fire apparatus access must be provided and maintained serviceable throughout the construction of all required fire hydrants. All required fire hydrants shall be installed, tested, and accepted prior to construction.
 12. The required fire flow from the public fire hydrants for this development is **2000** gallons per minute at 20 psi for a duration of 2 hours, over and above maximum daily domestic demand. The required fire flow was calculated using the square footage information provided on the Site Plan during the Tentative Map review process. The required fire flow will be verified for compliance during the Fire Department review of the architectural plan prior to building permit issuance.
 13. An approved automatic fire sprinkler system is required for proposed building within this development. Submit design plans to the Fire Department Sprinkler Plan Check Unit for review and approval prior to installation.
 14. Improvements plans for the public water system, Water Plans, shall be submitted to the Fire Department for review and approval prior to installation of the new public fire hydrants. The private water system, such as private fire hydrants and the residential fire sprinkler components, will be reviewed by the Fire Department prior to installation.



**COUNTY OF LOS ANGELES FIRE DEPARTMENT
FIRE PREVENTION DIVISION**

Land Development Unit
5823 Rickenbacker Road
Commerce, CA 90040
Telephone (323) 890-4243, Fax (323) 890-9783

PROJECT: TR 73065

MAP DATE: July 28, 2015

-
15. Additional fire hydrants and a different fire flow maybe required for Lot 2. Specific water system requirements for fire protection for Lot 2 will be determined when final design plans are submitted to the Fire Department for review as architectural drawings prior to building permit issuance or when an Exhibit A is submitted as the CUP process.
 16. Parking shall be restricted a minimum 30 feet adjacent to any public fire hydrant, 15 feet on each side measured from the center of the fire hydrant. Adequate signage and/or stripping shall be required prior to occupancy.
 17. An approved limited access device is required for any proposed gate within this development in compliance with the Fire Department's Regulation 5. Compliance required prior to occupancy during final sign off of the gates.
 18. The driveways required for fire apparatus access shall be posted with signs stating "No Parking-Fire Lane" and/or stripped accordingly in compliance with the County of Los Angeles Fire Code prior to occupancy.
 19. All proposed driveways within this development shall provide approved street names and signs. All proposed buildings shall provide approved address numbers. Compliance required prior to occupancy to the satisfaction of the Department of Public Works and the County of Los Angeles Fire Code.

For any questions regarding the report, please contact Juan Padilla at (323) 890-4243 or Juan.Padilla@fire.lacounty.gov.



**LOS ANGELES COUNTY
DEPARTMENT OF PARKS AND RECREATION**



PARK OBLIGATION REPORT

Tentative Map #	73065	DRP Map Date:	07/28/2015	SCM Date:	09/03/2015	Report Date:	08/25/2015
Park Planning Area #	35D		CANYON COUNTRY			Map Type:	REV. (REV RECD)

Total Units = Proposed Units + Exempt Units

Sections 21.24.340, 21.24.350, 21.28.120, 21.28.130, and 21.28.140, the County of Los Angeles Code, Title 21, Subdivision Ordinance provide that the County will determine whether the development's park obligation is to be met by:

- 1) the dedication of land for public or private park purpose or,
- 2) the payment of in-lieu fees or,
- 3) the provision of amenities or any combination of the above.

The specific determination of how the park obligation will be satisfied will be based on the conditions of approval by the advisory agency as recommended by the Department of Parks and Recreation.

Park land obligation in acres or in-lieu fees:

ACRES:	1.43
IN-LIEU FEES:	\$237,685

Conditions of the map approval:

The park obligation for this development will be met by:

The payment of \$237,685 in-lieu fees.

Trails:

No trails.

Comments:

***Advisory:

The Representative Land Value (RLVs) in Los Angeles County Code (LACC) Section 21.28.140 are used to calculate park fees and are adjusted annually, based on changes in the Consumer Price Index. The new RLVs become effective July 1st of each year and may apply to this subdivision map if first advertised for hearing before either a hearing officer or the Regional Planning Commission on or after July 1st pursuant to LACC Section 21.28.140, subsection 3. Accordingly, the park fee in this report is subject to change depending upon when the subdivision is first advertised for public hearing.

Please contact Clement Lau at (213) 351-5120 or Sheela Mathai at (213) 351-5121, Department of Parks and Recreation, 510 South Vermont Avenue, Los Angeles, CA 90020 for further information or to schedule an appointment to make an in-lieu fee payment.

For information on Hiking and Equestrian Trail requirements, please contact the Trails Coordinator at (213) 351-5134.

By: Kathline J. King
Kathline J. King, Chief of Planning

Supv D 5th
August 05, 2015 14:30:32
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**LOS ANGELES COUNTY
DEPARTMENT OF PARKS AND RECREATION**



PARK OBLIGATION WORKSHEET

Tentative Map #	73065	DRP Map Date:	07/28/2015	SMC Date:	09/03/2015	Report Date:	08/25/2015
Park Planning Area #	35D		CANYON COUNTRY			Map Type:	REV. (REV RECD)

The formula for calculating the acreage obligation and or In-lieu fee is as follows:

(P)people x (0.003) Ratio x (U)nits = (X) acres obligation

(X) acres obligation x RLV/Acre = In-Lieu Base Fee

- Where: P = Estimate of number of People per dwelling unit according to the type of dwelling unit as determined by the 2000 U.S. Census*. Assume * people for detached single-family residences; Assume * people for attached single-family (townhouse) residences, two-family residences, and apartment houses containing fewer than five dwelling units; Assume * people for apartment houses containing five or more dwelling units; Assume * people for mobile homes.
- Ratio = The subdivision ordinance provides a ratio of 3.0 acres of park land for each 1,000 people generated by the development. This ratio is calculated as "0.0030" in the formula.
- U = Total approved number of Dwelling Units.
- X = Local park space obligation expressed in terms of acres.
- RLV/Acre = Representative Land Value per Acre by Park Planning Area.

Total Units = Proposed Units + Exempt Units

	People*	Ratio 3.0 Acres / 1000 People	Number of Units	Acre Obligation
Detached S.F. Units	3.35	0.0030	0	0.00
M.F. < 5 Units	2.92	0.0030	120	1.05
M.F. >= 5 Units	2.32	0.0030	55	0.38
Mobile Units	3.05	0.0030	0	0.00
Exempt Units			0	
Total Acre Obligation =				1.43

Park Planning Area = **35D CANYON COUNTRY**

Ratio	Acre Obligation	RLV / Acre	In-Lieu Base Fee
@(0.0030)	1.43	\$166,213	\$237,685

Lot #	Provided Space	Provided Acres	Credit (%)	Acre Credit	Land
None					
Total Provided Acre Credit:				0.00	

Acre Obligation	Public Land Crdt.	Priv. Land Crdt.	Net Obligation	RLV / Acre	In-Lieu Fee Due
1.43	0.00	0.00	1.43	\$166,213	\$237,685



CYNTHIA A. HARDING, M.P.H.
Interim Director

JEFFREY D. GUNZENHAUSER, M.D., M.P.H.
Interim Health Officer

ANGELO J. BELLOMO, REHS, QEP
Director of Environmental Health

TERRI S. WILLIAMS, REHS
Assistant Director of Environmental Health

5050 Commerce Drive
Baldwin Park, California 91706
TEL (626) 430-5100 • FAX (626) 813-3000

www.publichealth.lacounty.gov

BOARD OF SUPERVISORS

Hilda Solls
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Fourth District

Michael D. Antonovich
Fifth District

August 21, 2015

Tentative Tract Map No. 073065

Vicinity: Saugus

Tentative Tract Map Date: July 28, 2015

The Los Angeles County Department of Public Health – Environmental Health Division recommends approval of **Tentative Tract Map 073065** based on the use of public water (Santa Clarita Water Division) and public sewer (Los Angeles County Sanitation District No. 32) as proposed. Any variation from the approved method of sewage disposal and/or approved use of public water shall invalidate the Department's recommendation of approval.

Prepared by:

MICHELLE TSIEBOS, REHS, DPA 
Environmental Health Specialist IV
Land Use Program
5050 Commerce Drive
Baldwin Park, California 91706
mtsiebos@ph.lacounty.gov
TEL (626) 430-5382 • FAX (626) 813-3016

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



Project title: Plum Canyon Condominiums / Project No. R2014-02680-(5) / Vesting Tentative Tract Map No. 073065, Conditional Use Permit No. 201400126, Environmental Assessment No. 201400215.

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

Contact Person and phone number: Tyler Montgomery, (213) 974-6433

Project sponsor's name and address: KB Home, 25152 Springfield Court, Suite 180, Valencia, CA 91355

Project location: Plum Canyon Road, between La Madrid Drive and Farrell Road, Santa Clarita Valley
APN: 2812-097-007 USGS Quad: Mint Canyon

Gross Acreage: 14.5 acres

General plan designation: N/A

Community/Area wide Plan designation: CG—General Commercial

Zoning: C-2 (Neighborhood Business)

Description of project: The applicant requests to create one commercial lot and one residential condominium lot with 175 condo units on 14.5 gross (12.4 net) acres. The applicant is also requesting a conditional use permit ("CUP") for the development of residential townhomes in the C-2 (Neighborhood Business) Zone on the proposed Lot 1 (10.4 acres). The second proposed commercial lot (Lot 2) would have an area of 1.9 acres and remain undeveloped for the time being. The project would require approximately 111,214 cubic yards of cut, 106,725 cubic yards of fill and the export of approximately 4,489 cubic yards of material.

The proposed multi-family residential development would include 175 three-story townhome style condominiums units in 41 separate buildings connected by a series of drive aisles. Maximum height of the buildings would be 35 feet. Each of the 41 buildings would contain either 4 or 5 separate units, and each unit would have its own enclosed two car garage. A total of 350 private parking spaces and 71 guest parking spaces would be provided throughout the project.

The primary project access driveway would be along Plum Canyon Road; secondary access would be provided along La Madrid Drive. A third access would be provided to Farrell Road (proposed Skyline Ranch Road). Two stormwater detention basins totaling 7,500 square feet and two open space park areas totaling 15,000 square feet would also be provided.

Surrounding land uses and setting: The project site is a vacant, graded commercial lot that was created as part of Tract 46018-11 in 2004. The site is surrounded by single-family residences on sloping terrain to the north and east and single-family detached condominiums to the west, across Plum Canyon Road. These lots were created and developed as part of the aforementioned Tract Map. Undeveloped hilly terrain

located to the south is designated for single-family residences under Tract 46018, although this phase of the tract map has yet to be finalized or recorded. Vegetation on the project site consists only of some sparse grasses.

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

<i>Public Agency</i>	<i>Approval Required</i>
<u>Department of Public Works</u>	<u>Final Map, Building, Grading, and Encroachment Permits</u>
_____	_____

Major projects in the area:

<i>Project/Case No.</i>	<i>Description and Status</i>
<u>TR 46018</u>	<u>Tract Map for development of 2,500+ single-family residential units, commercial, and public facilities lots. Recorded in multiple phases between 2002 and 2004; some phases still pending</u>
_____	_____
_____	_____
_____	_____
_____	_____

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
- SCAQMD
- Saugus Union School District
- William S. Hart Union High School District

Regional Significance

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

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, & Road)
 - Geotechnical & Materials Engineering Division
 - Watershed Management Division (NPDES)
 - Traffic and Lighting Division
 - Environmental Programs Division
 - Waterworks Division
 - Sewer Maintenance Division

- Fire Department
 - Planning Division
 - Land Development Unit
- Sanitation District
- Public Health/Environmental Health Division: Toxics Epidemiology Program
- Sheriff Department
- Parks and Recreation
- Subdivision Committee
- Other

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | | |
|--|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Agriculture/Forest | <input type="checkbox"/> Hazards/Hazardous Materials | <input type="checkbox"/> Public Services |
| <input checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities/Services |
| <input type="checkbox"/> Energy | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Mandatory Findings of Significance |
| <input checked="" type="checkbox"/> 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)

10-22-15
Date

Signature (Approved by)

10-22-15
Date

1. AESTHETICS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

- a) Have a substantial adverse effect on a scenic vista?

The project site is near Plum Canyon Road, which is not officially designated as a scenic highways (Source: Scenic Highway Element of the General Plan). There are no significant ridgelines adjacent to the subject property. The proposed project is a level, previously graded located within an established residential community. The proposed structures' maximum heights of 35 feet and their location at the foot of a hillside will not adversely affect a scenic vista.

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

There are no riding or hiking trails within a mile of the project site, and the site would not be visible from any trail (Source: GIS-NET Trails Layer).

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

The residential development would be compatible with the residentially developed neighborhood and does not impact scenic resources. There are no oak trees on site. Vegetation on the project site consists of some sparse grasses. No historic buildings exist on the site. The proposed project would result in less than significant aesthetic impacts.

- 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?

Single-family residential and condominium lots of a similar size and scale currently exist in all directions. The approval ensures consistency with applicable County zoning and General Plan standards and requirements.

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

The proposed project is a level, previously graded located within an established residential community. The proposed structures' maximum heights of 35 feet and their location at the foot of a hillside will not create a substantial source of shadows, light, or glare.

2. AGRICULTURE / FOREST

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<p>Would the project:</p> <p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is not comprised of any farmland. The construction of residential buildings in an already disturbed, urbanized area will not result in the conversion of Prime Farmland, Unique Farmland or Farmland (Source: Farmland Mapping and Monitoring Program, California Department of Conservation).

<p>b) Conflict with existing zoning for agricultural use, with a designated Agricultural Opportunity Area, or with a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

The project is not zoned for agricultural uses. The project site is not currently used for agricultural purposes and it is not designated as an Agricultural Opportunity Area or under a Williamson Act contract.

<p>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))?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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There is no forest land or timberland zoned Timberland Production within the vicinity of the project site.

<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

There is no forest land within the vicinity of project site.

<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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There is no forest land or farmland within the vicinity of the project site, and the project would not result in changes to the environment that would result in the loss of either type of land.

3. AIR QUALITY

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
--	---	--	---	----------------------

Would the project:

- a) Conflict with or obstruct implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD) or the Antelope Valley AQMD (AVAQMD)?
- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

The construction of 175 residential condominiums on the project site would not require an amendment to the Santa Clarita Valley Area Plan. Therefore, the project would be consistent with the population and vehicle miles traveled (VMT) projections of the existing SCAQMD air quality plan. As a result, the impact of the project on the air quality plan would be less than significant.

- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?
- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

In order to estimate the amount of emissions generated by the project during and after construction, a simulation was prepared using the California Emissions Estimator Model (CalEEMod). The simulation, dated September 5, 2014, was prepared by Rincon Associates and assumed simultaneous development of 43,500 square feet of restaurant and retail uses within the commercial zone as a worst-case scenario. The results are summarized below and indicate that the project, during the construction phase, could exceed the recommended SCAQMD threshold for reactive organic gasses (ROGs), which are ozone precursors. Because the area covered by the SCAQMD is continually in a state of non-attainment for ozone, this could be a potentially significant impact. As a result, a mitigation measure would require interior and exterior paints to utilize interior and exterior paints with the least amount of volatile organic compounds (VOCs) possible—generally less than 50g/L for interior paints and zero for exterior paints.

- 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)?
- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

In order to estimate the amount of emissions generated by the project during and after construction, a simulation was prepared using the California Emissions Estimator Model (CalEEMod). The simulation, dated September 5, 2014, was prepared by Rincon Associates and assumed simultaneous development of 43,500 square feet of restaurant and retail uses within the commercial zone as a worst-case scenario. The results are summarized below and indicate that the project, during the construction phase, could exceed the recommended SCAQMD threshold for reactive organic gasses (ROGs), which are ozone precursors. Because the area covered by the SCAQMD is continually in a state of non-attainment for ozone, this could be a potentially significant impact. As a result, a mitigation measure would require interior and exterior paints to utilize interior and exterior paints with the least amount of volatile organic compounds (VOCs) possible—generally less than 50g/L for interior paints and zero for exterior paints.

- d) Expose sensitive receptors to substantial pollutant concentrations?
- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|

The nearest residences are approximately 100 feet from the project site. The project would result in less-than-significant impacts related to dust, as indicated by the output of the CalEEMod simulations for particulate matter. Further, best management practices for dust control, including periodic watering, are required by SCAQMD Rule 403. However, during the construction phase, the project could potentially exceed significance thresholds for ROGs.

which are ozone precursors. As a result, the applicant shall implement the mitigation measures indicated below, which shall reduce this impact to a level that is less than significant.

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

The proposed project of construction of 175 residential condominiums would not create objectionable odors that would be perceptible to a substantial number of people. The proposed project would not violate AQMD Rule 402.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The air pollutants that are regulated by the Federal and California Clean Air Acts fall under three categories, each of which are monitored and regulated:

- Criteria air pollutants;
- Toxic air contaminants (TACs); and,
- Global warming and ozone-depleting gases.

In 1970, the U.S. Environmental Protection Agency (EPA) identified six “criteria” pollutants they found to be the most harmful to human health and welfare. They are:

- Ozone (O₃);
- Particulate Matter (PM);
- Carbon Monoxide (CO);
- Nitrogen Dioxide (NO₂);
- Sulfur Dioxide (SO₂); and,
- Lead (Pb).

The Federal government and the State of California have established air quality standards designed to protect public health from these criteria pollutants. Among the federally identified criteria pollutants, the levels of ozone, particulate matter, and carbon monoxide in Los Angeles County continually exceed federal and state health standards and the County is considered a non-attainment area for these pollutants.

In response to the region’s poor air quality, the South Coast Air Quality Management District (SCAQMD) & the Antelope Valley Air Quality Management District (AVAQMD) were created. The SCAQMD and the AVAQMD are responsible for monitoring air quality as well as planning, implementing, and enforcing programs designed to attain and maintain state and federal ambient air quality standards in the region. The SCAQMD implements a wide range of programs and regulations, most notably, the Air Quality Management Plan (AQMP). The SCAQMD jurisdiction covers approximately 10,743 square-miles and includes all of Los Angeles County except for the Antelope Valley, which is covered by the Antelope AVAQMD.

Sensitive receptors are uses such as playgrounds, schools, senior citizen centers, hospitals or other uses that would be more highly impacted by poor air quality. AQMD Rule 402, which states “A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.”

In order to mitigate the emission of ROGs during construction to a less-than-significant level, the following mitigation measure shall be implemented:

AQ-1 Architectural Coatings. The proposed project shall use interior and exterior paints with the least amount of VOCs practical for the purpose needed. In general, interior paint with VOC content of less than 50 g/L shall be used, and zero-VOC paints shall be used wherever feasible.

The CalEEMod emission simulation outputs for the project are provided below:

Estimated Maximum Daily Construction Emissions

Land Use	Maximum Any Construction Year (lbs/day)				
	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Proposed Project	115.3	79.2	52.4	21.4	12.8
SCAQMD Regional Thresholds	75	100	550	150	55
<i>Threshold Exceeded by Proposed Project</i>	Yes	No	No	No	No

Estimated Operational Emissions

Land Use	Estimated Emissions (lbs/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Proposed Project	22.4	41.5	187.5	0.4	25.0	7.2
SCAQMD Thresholds	55	55	550	150	150	55
<i>Threshold Exceeded by Proposed Project</i>	No	No	No	No	No	No

4. BIOLOGICAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
--	---	--	---	----------------------

Would the project:

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

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The project site is relatively flat and disturbed with some short grasses. There are no species of concern in the area identified by the California Natural Diversity Database (CNDDDB), although an identified natural community of Riparian Coastal Scrub is located to the south of the project site, across Farrell Road and along a drainage course. This community is described as a young secessional stage of southern Riparian Forest that includes dominant species in the southern riparian forest and mule fat (*Baccharis salicifolia*). The project site has already been graded, and the applicant will be required to obtain an approved drainage concept and Low Impact Development plan for further development of the site. This makes it unlikely that the site's development would alter its drainage in such a way as to significantly affect the Riparian Coastal Scrub community. Nesting birds occur all over the county and the project shall be compliant with the California Department of Fish & Wildlife (CDFW) codes related to Nesting Birds. The project may impact native bird species if grading or other disturbance activities occur between December 1 and August 31. A mitigation measure requiring adequate nesting bird surveys for disturbance activities occurring within this period shall be required, which will mitigate the environmental impacts to a less-than-significant level.

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?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project site consists of a level, previously disturbed area is not located within a Significant Ecological Area (SEA), SEA Buffer Area, or Sensitive Environmental Resource Area (SERA). There are no oak trees, oak woodlands, wetlands, or waters of any kind located on the project site.

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?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project site does not contain either Federal or State-protected wetlands, drainages, or waters.

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?

The project site is not located within a Significant Ecological Area (SEA), SEA Buffer Area, or Sensitive Environmental Resource Area (SERA). There are no oak trees or oak woodlands located on the project site. The residential subdivision is located in developed areas and is surrounded by paved roads and/or residences in all directions. Therefore, the project would not interfere with connectivity to wildlife and plant linkage areas or wildlife linkage corridors or rivers or significant ridgelines.

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.)?

There are no oak trees, oak woodlands, Joshua trees, or Junipers on the subject property.

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)?

There are no Wildflower Reserve Areas, SEAs, or SERAs on the subject property. Since there are no oak trees or oak woodlands on the subject property, there is no conflict with the Los Angeles County Oak Tree Ordinance.

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

The project site is not in, or within, proximity to any Local Coastal Program, Significant Ecological Areas, a Natural Community Conservation Plan, or a federal Endangered Species Act Habitat Conservation Plan. The nearest conserved area is a CA Fish and Game conservation area at 0.3 miles to the east-northeast. The Cruzan Mesa Vernal Pools Significant Ecological Area at 0.3 miles to the east is designated for protection under the Skyline Ranch Project and under the Plum Canyon Project.

EVALUATION OF ENVIRONMENTAL IMPACTS:

Native bird species have the potential to nest on the project site between December 1 and August 31. In order to mitigate any disturbance activities to a less-than-significant level, the following mitigation measure shall be implemented:

BR-1 Nesting Bird Surveys. Project-related activities likely to have the potential of disturbing suitable bird nesting habitat shall be prohibited from December 1 through August 31 unless a biological monitor acceptable to the Department of Regional Planning surveys the project area prior to disturbance to confirm that disturbance to habitat will not result in the failure of nests on-site or immediately adjacent to the area of disturbance. Disturbance shall be defined as any activity that physically removes or damages vegetation or habitat, any action that may cause disruption of nesting behavior such as equipment noise exceeding 60dB, or direct artificial night lighting.

Commencing one month previous to the onset of disturbance, weekly surveys shall be conducted on the subject property within 500 feet of disturbance areas. The final survey shall be no more than three (3) days prior to the commencement of disturbance. If an active nest is discovered on-site or can be reasonably deduced to exist immediately adjacent to the site, the monitor shall demarcate an area to be avoided by disturbance activities until the active nest is vacated for the season and there is no evidence of further nesting attempts. This demarcated area will incorporate a buffer area surrounding the active nest that is suitable in size and habitat type to provide a reasonable expectation of breeding success for nesting birds (typically 500 feet for raptors and 300 feet for other birds). Limits of avoidance shall be demarcated with flagged fencing. The biological monitor shall record the results of the surveys and results of the recommended protective measures described above and submit the records to the applicant, CDFW, and the Department of Regional Planning, to the satisfaction of the Director of the latter department. This shall occur prior to approval of grading and/or construction permits, then continuing during construction.

5. CULTURAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<p>Would the project:</p> <p>a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines § 15064.5?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site does not contain historical resources as defined in CEQA Guidelines §15064.5 and there is no record of national or state-designated historical resources on the project site.

<p>b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project site does not contain known archaeological resources as defined in CEQA Guidelines §15064.5 and would not result in any significant ground disturbance, as the majority of the site has already been graded.

<p>c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, or contain rock formations indicating potential paleontological resources?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The project site does not contain paleontological resources or sites, unique geological features, or rock formations. However, in the event that cultural remains are found, a mitigation measure will require work to cease and for the Director of Regional Planning to be contacted to determine the next appropriate measures for preserving them.:

<p>d) Disturb any human remains, including those interred outside of formal cemeteries?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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There is no record of human remains on the project site, and the majority of the site has previously been graded. In the event that human remains are discovered as a result of site disturbance, a mitigation measure be incorporated to ensure that the permittee shall suspend construction, contact the County Coroner, and leave the resource of human remains in place until a qualified archaeologist can examine and determine appropriate measures.

EVALUATION OF ENVIRONMENTAL IMPACTS:

Because the majority of the project site has previously been graded, it is unlikely that paleontological, cultural, or archeological remains will be discovered during development of the project. However, to guard against the possibility of such an occurrence, the following mitigation measure shall be implemented:

CR-1 Cultural Remains. Should cultural resource remains be encountered during land modification activities, work shall cease, and the Los Angeles County Director of Regional Planning contacted immediately to determine appropriate measures to mitigate adverse impact to the discovered resources. If human remains are discovered within the boundaries of the project area, then the procedures described in Section 7050.5 of the California Health and Safety Code shall be followed. These procedures require notification of the County Coroner. If the County Coroner determines that the discovered remains are those of Native American ancestry, then the Native American Heritage Commission (NAHC) must be notified by telephone within 24 hours; Sections 5097.94 and 5097.98 of the Public Resources Code describes the procedures to be followed after the notification of the NAHC.

6. ENERGY

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Conflict with Los Angeles County Green Building Standards Code (L.A. County Code Title 31)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project is subject to all components of the Green Building Program: Green Building, Low-Impact Development, and Drought Tolerant Landscaping.

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Appendix F, Section 1 of the CEQA Guidelines requires evaluation of energy efficiency only for Environmental Impact Reports. The environmental determination for this project is a mitigated negative declaration.

7. GEOLOGY AND SOILS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

<p>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.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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There is no fault trace within the project site. Therefore, people or structures on the project site will not be exposed to potential substantial adverse effects (Source: California Geological Survey, Alquist-Priolo Earthquake Fault Zones Map).

<p>ii) Strong seismic ground shaking?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project site is located more than five miles from the nearest recorded fault trace. There is no fault trace within the project site. Therefore, people or structures on the project site will not be exposed to potential substantial adverse effects (Source: California Geological Survey, Alquist-Priolo Earthquake Fault Zones Map).

<p>iii) Seismic-related ground failure, including liquefaction and lateral spreading?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The southeastern portion of the project site is located within a designated soil liquefaction area (Source: California Geological Survey). However, the project will be required to follow the requirements for construction on such soils, as mandated by the Department of Public Works. In particular, the project site will be over-excavated and re-compacted. Compaction of the soils and other requirements would reduce the impact associated with expansive soils to a less-than-significant level.

<p>iv) Landslides?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The northern portion of the project site is located within an identified landslide zone. (Source: California Geological Survey). However, all slopes on or near the project site were either removed or reconstructed as manufactured slopes during the development of Tract 46018 between 2002 and 2015. As a result, the impact of landslides on the project site would be less-than-significant.

<p>b) Result in substantial soil erosion or the loss of topsoil?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The project site will be over-excavated and re-compacted, subjecting the site to ground-disturbing activities (e.g., excavation, grading, foundation construction, the installation of utilities, etc.) that would require approximately 111,214 cubic yards of cut, 106,725 cubic yards of fill and the export of approximately 4,489 cubic yards of material. The re-compaction activities would expose soils for a limited time, allowing for possible erosion; however, the applicant's conformance with the erosion control-related requirements of the project grading permit will reduce erosion impacts to less-than-significant levels. No grading activities will be allowed to commence on the site until LACDPW conducts a thorough review of the project geotechnical and grading reports and issues a grading permit for the project. With respect to soil erosion during Project operations, the potential is relatively low due to the fact that Lot 1 of the Project Site would be entirely paved, developed, or landscaped; as noted, Lot 2 would remain in its current, vacant state pending potential future commercial development of that parcel. Lot 2 will need to be stabilized during its interim vacant use to avoid excessive erosion of dirt surfaces. The use of vegetation and groundcover would act as an effective mitigation to soil erosion by impeding direct contact between precipitation/irrigation and on-site soils. This shall be added as a mitigation measure in order to lessen the impact to less-than-significant levels.

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?

On-site soils are expansive and shall be mitigated per the recommendations of the applicant's Soils Report. In particular, the project site will be over-excavated and re-compacted, subjecting the site to ground-disturbing activities (e.g., excavation, grading, foundation construction, the installation of utilities, etc.) that would require approximately 111,214 cubic yards of cut, 106,725 cubic yards of fill and the export of approximately 4,489 cubic yards of material. Compaction of the soils and other measures would reduce the impact associated with expansive soils to a less-than-significant level.

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?

On-site soils are expansive and shall be mitigated per the recommendations of the applicant's Soils Report. In particular, the project site will be over-excavated and re-compacted, subjecting the site to ground-disturbing activities (e.g., excavation, grading, foundation construction, the installation of utilities, etc.) that would require approximately 111,214 cubic yards of cut, 106,725 cubic yards of fill and the export of approximately 4,489 cubic yards of material. Compaction of the soils and other measures would reduce the impact associated with expansive soils to a less-than-significant level.

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

The project will not be utilizing onsite wastewater treatment systems, as public sewers are available.

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?

The project site does not contain any areas of slope with grades greater than 25 percent that are proposed for development. Therefore, the project would not conflict with the Hillside Management Area Ordinance or any other hillside design standards.

EVALUATION OF ENVIRONMENTAL IMPACTS:

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 prohibits the location of most structures for human occupancy across the traces of active faults, and lessens the impacts of fault rupture. The Seismic Hazards Mapping Act requires the California Geological Survey to prepare Seismic Hazard Zone Maps that show areas where earthquake induced liquefaction or landslides have historically occurred, or where there is a high potential for such occurrences. Liquefaction is a process by which water saturated granular soils transform from a solid to a liquid state during strong ground shaking. A landslide is a general term for a falling, sliding or flowing mass of soil, rocks, water and debris. The County General Plan prohibits new developments, as defined by the Alquist-Priolo Act, within fault traces until a comprehensive geological study has been completed.

In order to mitigate the potential effects of the project regarding loss of topsoil, liquefaction, and expansive soils to less-than-significant levels, the following mitigation measures are recommended:

- GS-1 Commercial Lot Vegetation.** Upon the completion of grading activities on the project site, Lot 2 shall be planted with appropriate native, drought-tolerant ground cover in order to mitigate the potential loss of topsoil through erosion. Such ground cover shall be approved by the Director of Regional Planning, in consultation with staff biologists, prior to final CUP approval.
- GS-2 Soil Recompaction.** In order to adequately mitigate potential impacts of the project site's areas of expansive soil and liquefaction, soil from the project site shall be overexcavated and recompacted to the satisfaction of the Department of Public Works.

8. GREENHOUSE GAS EMISSIONS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <p>a) Generate greenhouse gas (GHGs) emissions, either directly or indirectly, that may have a significant impact on the environment?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

In order to estimate the amount of emissions generated by the project during and after construction, a simulation was prepared using the California Emissions Estimator Model (CalEEMod). The simulation, dated September 5, 2014, was prepared by Rincon Associates and assumed simultaneous development of 43,500 square feet of restaurant and retail uses within the commercial zone as a worst-case scenario. The project would generate annual emissions of 2,142 metric tons of CO₂E (carbon dioxide equivalent), which is less than the 3,000 metric tons per year SCAQMD recommended threshold of significance for a project of this type. Therefore, the project would not result in a significant impact.

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| <p>b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

In order to estimate the amount of emissions generated by the project during and after construction, a simulation was prepared using the California Emissions Estimator Model (CalEEMod). The simulation, dated September 5, 2014, was prepared by Rincon Associates and assumed simultaneous development of 43,500 square feet of restaurant and retail uses within the commercial zone as a worst-case scenario. The project would generate annual emissions of 2,142 metric tons of CO₂E (carbon dioxide equivalent), which is less than the 3,000 metric tons per year SCAQMD recommended threshold of significance for a project of this type. Therefore, the project would not result in a significant impact.

9. HAZARDS AND HAZARDOUS MATERIALS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

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

The residential subdivision project does not include the routine transportation, storage, production, use, or disposal of hazardous materials, or the use of pressurized tanks. During the construction phase of the project, the project may have included minimal use of hazardous materials, such as solvents, paints, lubricants, and oils. Current local, state, and Federal laws relating to the use, storage, and disposal of these materials make it unlikely that the project would have a significant effect on the environment.

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?

The residential subdivision project does not include the routine transportation, storage, production, use, or disposal of hazardous materials, or the use of pressurized tanks. During the construction phase of the project, the project may have included minimal use of hazardous materials, such as solvents, paints, lubricants, and oils. Current local, state, and Federal laws relating to the use, storage, and disposal of these materials make it unlikely that the project would have a significant effect on the environment.

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

The residential subdivision project does not include the routine transportation, storage, production, use, or disposal of hazardous materials, or the use of pressurized tanks. During the construction phase of the project, the project may have included minimal use of hazardous materials, such as solvents, paints, lubricants, and oils. Current local, state, and Federal laws relating to the use, storage, and disposal of these materials make it unlikely that the project would have a significant effect on the residences located within one-quarter mile of the project site.

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?

The project site is not included on the California Department of Toxic Substances Control EnviroStor database of clean-up sites and hazardous waste permitted facilities (Source: <http://www.envirostor.dtsc.ca.gov/public/>).

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?

The project site is not located within an airport land use plan or 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?

The project site is not located within the vicinity of a private airstrip

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

The project will not impair implementation of, or physically interfere, with an adopted emergency response plan or emergency evacuation plan.

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

i) within a Very High Fire Hazard Severity Zones (Zone 4)?

The project site is not located within a Very High Fire Hazard Severity Zone.

ii) within a high fire hazard area with inadequate access?

The project site is not within a high fire hazard area with inadequate access. The project site is located in an urbanized area with easy access to arterial roads and has been reviewed and approved by the Los Angeles County Fire Department for adequate emergency access.

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

The Fire Department has determined that the existing water pressure would be adequate to meet fire flow standards for the proposed development.

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

The project site is not located in proximity to land uses with a potential for dangerous fire hazard. The project site is surrounded by other residential uses. The proposed project would be required to comply with all of the requirements of the Los Angeles County Fire Code.

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

The proposed use does not constitute a potentially dangerous fire hazard. The project site is not located within a Very High Fire Hazard Severity Zone. The proposed project of a residential and commercial subdivision does not entail the regular use of large amounts any hazardous or highly flammable materials or substances.

10. HYDROLOGY AND WATER QUALITY

	<i>Less Than Significant</i>			
	<i>Potentially Significant Impact</i>	<i>Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>

Would the project:

a) Violate any water quality standards or waste discharge requirements?

The project site will be connected to an existing municipal wastewater system. In unincorporated Los Angeles County, the proposed project would be required to comply with the requirements of the Low-Impact Development Ordinance, as well as the requirements of the County's MS4 Permit (Municipal Separate Storm Sewer System), in order to control and minimize potentially polluted runoff. Because all projects are required to comply with these requirements in order to obtain construction permits and certificates of occupancy, the proposed project would not impact any nonpoint source requirements.

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)?

The project site would be served by a public water system and would not make use of local groundwater.

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?

The site is relatively level and does not contain any existing drainage courses. The construction of the residences and the subdivision of the lot will not substantially alter the existing drainage pattern of the site in a manner which would result in flooding, erosion, or siltation on-site or off-site. The project will be required to submit an approved drainage plan and comply with all NPDES and MS4 requirements, as well as the Low Impact Development (LID) Ordinance. The project proposes approximately 111,214 cubic yards of cut, 106,725 cubic yards of fill and the export of approximately 4,489 cubic yards of material.

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?

The site is relatively level and does not contain any existing drainage courses. The construction of the residences and the subdivision of the lot will not substantially alter the existing drainage pattern of the site in a manner which would result in flooding, erosion, or siltation on-site or off-site. The project will be

required to submit an approved drainage plan and comply with all NPDES and MS4 requirements, as well as the provisions of the Low Impact Development (LID) Ordinance. The project proposes approximately 111,214 cubic yards of cut, 106,725 cubic yards of fill and the export of approximately 4,489 cubic yards of material.

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?

The project does not propose any water features that could accumulate standing water.

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?

The proposed construction of residences will be subject to the County's Low Impact Development Ordinance to minimize or reduce runoff, and the developer will be required to submit an approved drainage plan and comply with all NPDES and MS4 requirements.

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

The proposed construction of residences will be subject to the County's Low Impact Development Ordinance to minimize or reduce runoff, and the developer will be required to submit an approved drainage plan and comply with all NPDES and MS4 requirements.

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

The project will be required to comply with the Los Angeles County Low Impact Development Ordinance.

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

The project site is located inland from the coastal portions of Los Angeles County and connects to the municipal storm drain system. Since the proposed is subject to the County's Low Impact Development Ordinance, adherence to the requirements would prevent any substantial amount of nonpoint sources of pollutants.

The project site is not located in the vicinity of a State Water Resources Control Board ("SWRCB")-designated Area of Special Biological Significance identified on the SCRCB website, http://www.swrcb.ca.gov/water_issues/programs/ocean/docs/asbs/asbs_areas/asbs_swqpa_publication0

- 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)?

The proposed project does not entail the use of onsite wastewater treatment systems.

- k) Otherwise substantially degrade water quality?

The project will not otherwise substantially degrade water quality. The proposed project will be connected to the existing public water and sewer systems

- 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?

The southeast corner of the project site is within a 100-year flood hazard area as mapped by a Federal Emergency Management Agency (“FEMA”) Flood Insurance Rate Map (“FIRM”). Upon approval of the most recent version of the underlying Tract Map (TR 46018) in 2012, a Conditional Letter of Map Revision (CLOMR) was issued by FEMA. This letter indicated that the portion of the Flood Zone extending approximately 2,500 feet from Plum Canyon Road would be eligible for removal from the FEMA database if certain flood mitigation facilities were constructed. These facilities are requirements for the development of future phases of TR 46018 and include a debris basin and the diversion of the downstream floodway into an underground culvert. At present, the stream has been diverted into an underground culvert for only half of its proposed length. However, this is the portion adjacent to the project site, beginning approximately 1,400 feet from Plum Canyon Road and 850 feet upstream of the project site. Because the improvements have not been completed, FEMA has not issued a final Letter of Map Revision (LOMR) for the Flood Zone. The project will be required to comply with all County drainage standards and improvements, including those of the underlying Tract No. 46018-11, that impact the project. Compliance with all of the County drainage requirements will render the effect of the floodway to a less-than-significant impact.

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

The southeast corner of the project site is within a 100-year flood hazard area as mapped by a Federal Emergency Management Agency (“FEMA”) Flood Insurance Rate Map (“FIRM”). Upon approval of the most recent version of the underlying Tract Map (TR 46018) in 2012, a Conditional Letter of Map Revision (CLOMR) was issued by FEMA. This letter indicated that the portion of the Flood Zone extending approximately 2,500 feet from Plum Canyon Road would be eligible for removal from the FEMA database if certain flood mitigation facilities were constructed. These facilities are requirements for the development of future phases of TR 46018 and include a detention basin (completed) and the diversion of the downstream floodway into an underground culvert. At present, the stream has been diverted into an underground culvert for only half of its proposed length. However, this is the portion adjacent to the project site, beginning approximately 1,400 feet from Plum Canyon Road and 850 feet upstream of the project site. Because the improvements have not been completed, FEMA has not issued a final Letter of

Map Revision (LOMR) for the Flood Zone. However, the fact that the floodway has been completely channelized and undergrounded at a point 850 feet upstream of the project site renders its effect less than significant.

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?

There are no levees or designated dam inundation areas in the vicinity of the project site.

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

The project site is not located within a seiche or landslide zone, or within a tsunami inundation area.

11. LAND USE AND PLANNING

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

- a) Physically divide an established community?

The proposed project construction and subdivision of a 175-unit condominium community in a residential area and would not result in a physical division of an established community. The project does not require the construction of new freeways or rail lines or flood control channels, and the project will conform to the existing street grid. The design will also incorporate numerous pedestrian and vehicular connections into and through the site.

- 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 property is within the General Commercial land use category of the Santa Clarita Valley Area Plan. The Plan states that properties with this land use designation are suitable for both commercial and multiple-family residential uses, upon issuance of appropriate permits. The proposed project of 175 dwelling units and one commercial lot is consistent with the land use category, as the maximum residential density for the project site is 18 dwelling units per acre. The proposed density for the condominium lot is 16.6 dwelling units per acre.

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

The project site is located within the C-2 (Neighborhood Business) Zone. Townhomes, apartment houses, and single-family residences are permitted within the C-2 Zone upon the issuance of a conditional use permit ("CUP"), which the applicant is requesting.

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

The project site does not contain any area exceeding 25 percent in slope and is not subject to the requirements of the Hillside Management Ordinance. The project site is also not located within any Significant Ecological Area.

12. MINERAL RESOURCES

Would the project:	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project will not result in the loss of availability of a known mineral resource, as the project site is not identified as a mineral resource area on the Los Angeles County Natural Resource Areas map.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project would not result in the loss of availability of a locally-important mineral resource recovery site, as the project site is not identified as a mineral resource area on the Los Angeles County Natural Resource Areas map.

13. NOISE

	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<i>Potentially Significant Impact</i>			

Would the project result in:

- 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?

The Acoustical Analysis prepared for the applicant by Rincon Consultants 2014 concludes that traffic noise from adjacent Plum Canyon Road will not create a significant impact to future residents of the project site. New stationary sources of noise, such as mechanical HVAC equipment, would be installed for the proposed uses. This equipment would be required to comply with County Code Section 12.08.530, which prohibits operation of any air conditioning or refrigeration so that its noise exceeds 55 dBA at any neighboring property.

The project entails the subdivision, construction, and operation of 175 residential condominium units in a commercial zone. The project would not result in a substantial permanent increase in ambient noise in the project vicinity above levels existing without the project, including noise from parking areas. Any noise generated by the proposed project would be similar to ambient noise levels in the area, which is developed with single-family residences and condominiums at similar densities.

Construction will require remedial grading that will generate substantial noise levels due to heavy duty equipment. The following table shows typical noise levels associated with equipment that would used for the construction of the proposed project. Noise levels associated with these activities would temporarily affect the sensitive residential receptors near the project site. Based on a standard 6 dBA attenuation per doubling of distance from a point source, the table illustrates the noise levels that would occur with construction of the proposed project at the nearby sensitive receptors. The nearest residences to the east are uphill and about 100 feet from the nearest equipment activity, while the nearest residences across Plum Canyon Road are about 130 feet from the nearest construction equipment activity. As indicated, the construction noise level at the exterior of the eastern residences could be approximately 83 dBA.

Typical Construction Noise Levels

Equipment	Typical Level (dBA) 100 Feet from the Source	Typical Level (dBA) 200 Feet from the Source	Typical Level (dBA) 300 Feet from the Source
Large Bulldozer	79	73	70
Paver	83	77	74

Jackhammer	82	76	73
Truck	82	76	73
Front End Loader	79	73	70

Source: Harris Miller, Miller & Hanson Inc. May 2006 for the Federal Transit Administration.

Los Angeles County Code Section 12.08.440 prohibits construction between the hours of 7:00 p.m. and 7:00 a.m. of any day, and at any time on Sundays and legal holidays. Required compliance with these time restrictions would limit construction noise to times when people are generally less sensitive to noise and reduce the effect of construction equipment noise. The Noise Control Ordinance further states that the contractor shall conduct construction activities in such a manner that the maximum noise levels at affected buildings will not exceed those listed in the following table. All mobile and stationary internal-combustion-powered equipment and machinery is required to be equipped with suitable exhaust and air-intake silencers in proper working order.

County of Los Angeles Construction Equipment Noise Restrictions

	Single-Family Residential	Multi-Family Residential	Commercial ¹
Mobile Equipment: Maximum noise levels for nonscheduled, intermittent, short-term operation (less than 10 days) of mobile equipment:			
Daily, except Sundays and legal holidays, 7:00 AM to 8:00 PM	75 dB(A) Leq	80 dB(A) Leq	85 dB(A) Leq
Daily, 8:00 PM to 7:00 AM and all day Sunday and legal holidays	60 dB(A) Leq	64 dB(A) Leq	70 dB(A) Leq
Stationary Equipment: Maximum noise level for repetitively scheduled and relatively long-term operation (periods of ten days or more) of stationary equipment:			
Daily, except Sundays and legal holidays, 7:00 AM to 8:00 PM	60 dB(A) Leq	65 dB(A) Leq	70 dB(A) Leq
Daily, 8:00 PM to 7:00 AM and all day Sunday and legal holidays	50 dB(A) Leq	55 dB(A) Leq	60 dB(A) Leq

¹ Refers to residential structures within a commercial area. This standard does not apply to commercial structures.

Because project construction activities could exceed the 75 dBA Leq limitation and would be a substantial source of noise for the residences to the east, noise associated with short-term construction activities is potentially significant unless mitigation is incorporated. Implementation of the mitigation measures below would reduce, avoid or minimize potentially significant impacts to sensitive receptors.

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

As indicated above, the construction noise level at the exterior of the eastern residences could be approximately 83 dBA. Because project construction activities could exceed the 75 dBA Leq limitation and would be a substantial source of noise for the residences to the east, noise associated with short-term construction activities is potentially significant unless mitigation is incorporated. Implementation of the mitigation measures below would reduce, avoid or minimize potentially significant impacts to sensitive receptors.

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

The project entails the subdivision, construction, and operation of 175 residential condominium units in a commercial zone. The project would not result in a substantial permanent increase in ambient noise in the project vicinity above levels existing without the project, including noise from parking areas. Any noise generated by the proposed project would be similar to ambient noise levels in the area, which is developed with single-family residences and condominiums at similar densities.

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?

As indicated above, the construction noise level at the exterior of the eastern residences could be approximately 83 dBA. Because project construction activities could exceed the 75 dBA Leq limitation and would be a substantial source of noise for the residences to the east, noise associated with short-term construction activities is potentially significant unless mitigation is incorporated. Implementation of the mitigation measures below would reduce, avoid or minimize potentially significant impacts to sensitive receptors.

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 site is not located within an airport land use plan or 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 expose people residing or working in the project area to excessive noise levels?

The project site is not within the vicinity of a private airstrip.

EVALUATION OF ENVIRONMENTAL IMPACTS:

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, as well as the following mitigation measures, which shall be incorporated into the project's Mitigation Monitoring Program:

- N-1 Construction Equipment.** If electrical service is available within 150 feet, electrical power shall be used to run air compressors and similar power tools. Internal combustion engines shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the project site without the manufacturer-recommended muffler. All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers.
- N-2 Additional Construction Noise Controls.** For all mobile construction equipment operating within 250 feet of adjacent residential receptors east and west of the project site, and for all stationary construction equipment operating on the project site, additional noise attenuation techniques shall be employed to ensure that noise remains within levels allowed by the County of Los Angeles noise restrictions. Such techniques may include, but are not limited to, the use of sound blankets on noise generating equipment and the construction of temporary sound barriers between construction sites and affected uses. Temporary noise barriers used during construction activity shall be made of noise-resistant material sufficient to achieve a Sound Transmission Class (STC) rating of STC 25 or greater, based on sound transmission loss data taken according to ASTM Test Method E90. Such a barrier may provide as much as a 10 dBA insertion loss, provided that it is positioned as close as possible to the noise source or to the receptors. To be effective, the barrier must be long and tall enough to completely block the line-of-sight between the noise source and the receptors. The gaps between adjacent panels must be filled-in to avoid having noise penetrate directly through the barrier.
- N-3 Neighbor Notification.** Provide notification to commercial and residential occupants adjacent to the project site at least 24 hours prior to initiation of construction activities that could significantly affect outdoor or indoor living areas. This notification shall include the anticipated hours and duration of construction and a description of noise reduction measures. The notification shall include a telephone number for local residents to call to submit complaints associated with construction noise. The notification shall be posted on Plum Canyon Road adjacent to the project site, and shall be easily viewed from adjacent public areas.

14. POPULATION AND HOUSING

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

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 proposed project would not induce substantial population growth in the area. Although 175 new residential units are proposed, such growth is well within the population projections of the area within the Southern California Association of Governments (“SCAG”) Regional Transportation Plan and is consistent with the County General Plan Housing Element. In addition, the project site is located in an urbanized area and would not require the extension of roads or utility infrastructure.

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

The project would not displace existing housing, including affordable housing, necessitating the construction of replacement housing elsewhere. The site is currently vacant, and the applicant proposes to construct 175 residential units.

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

The project would not displace existing housing, including affordable housing, necessitating the construction of replacement housing elsewhere. The site is currently vacant, and the applicant proposes to construct 175 residential units.

d) Cumulatively exceed official regional or local population projections?

The project would not exceed official regional or local population projections. The proposed 175 residential will not exceed this projection. The project is consistent with the density permitted by the Santa Clarita Valley Area Plan for General Commercial areas. The creation of 175 additional senior housing units should not alter the growth rate of the population beyond that projected in the County General Plan or result in a substantial increase in demand for additional housing or create a development that significantly reduces the ability of the county to meet housing objectives set forth in the General Plan’s Housing Element. Such growth is well within the population projections of the area within the Southern California Association of Governments (“SCAG”) Regional Transportation Plan and those of the General Plan Housing Element.

15. PUBLIC SERVICES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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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?

The Los Angeles County Fire Department has reviewed the proposed project and cleared it for public hearing. The nearest Los Angeles County Fire Station (#128) is located approximately 800 feet to the south. The project site is within a Moderate Fire Hazard Severity Zone of a State Responsibility Area.

Sheriff protection?

The project would not create capacity or service level problems or result in substantial adverse physical impacts. The project site is approximately five (5) miles northeast of the Santa Clarita Valley Sheriff's Station. The proposed project will add new permanent residents to the project site but not enough to substantially reduce service ratios.

Schools?

The project site is within the Saugus Union School District and the William S. Hart Union High School District. The project would create an additional 175 residential units, which would increase the school-age population to some extent. The applicant would be required to pay development impact fees to the local school districts prior to final map approval, which would result in a less-than-significant impact to school facilities.

Parks?

The project has a park land obligation of 1.43 acres or \$236,469 in-lieu fees per Los Angeles County Code Section 21.28.140. The park obligation for this project will be met by the payment of \$236,469 in-lieu fees by the applicant to the Department of Parks and Recreation. The project includes open space and private recreational use areas to serve on-site residents—not for public use. The nearest public park is David March Park, which is located approximately one mile to the west in the City of Santa Clarita.

Libraries?

The proposed project will generate 175 residential units, and thus increase the population. However, the developer would be required to pay a library mitigation fee, per Section 22.72.030 of the County Code.

Other public facilities?

The project is not perceived to create capacity or service level problems or result in substantial adverse physical impacts for any other public facility.

16. RECREATION

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Project residents would be expected to use existing neighborhood and regional parks, but such use is not expected to result in substantial physical deterioration of those facilities. The project does include open space and recreational use areas to serve on-site residents. The project has a park land obligation of 1.43 acres or \$236,469 in-lieu fees per Los Angeles County Code Section 21.28.140. The park obligation for this project will be met by the payment of \$236,469 in-lieu fees by the applicant to the Department of Parks and Recreation prior to final map recordation. The project includes open space and private recreational use areas to serve on-site residents. The nearest public park is David March Park, which is approximately one mile to the west in the City of Santa Clarita. There is also an 8.67-net-acre public park proposed as part of the final phase of the underlying residential tract, TR46018-11, although it is unknown when this would be constructed.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project does include open space and recreational use areas to serve on-site residents, although these facilities are relatively small in nature and would not be open to the general public. The 175 dwelling units that would be created by the project are not enough to require the construction of significant new recreational facilities in the area.

c) Would the project interfere with regional open space connectivity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project would not serve to separate any open space from residents or any other open space.

17. TRANSPORTATION/TRAFFIC

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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Would the project:

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?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The project would not conflict with an applicable plan, ordinance, or policy establishing a measure of effectiveness for the performance of the circulation system. The growth proposed by the project is accounted for in the Baseline Growth Forecast of the 2008 Southern California Association of Governments' Regional Transportation Plan ("RTP"), which provided the basis for developing the land use assumptions at the regional and small-area levels that established the 2008 Regional Transportation Plan Alternative.

A Traffic Memorandum (Linscott Law & Greenspan, Engineers, 2014) has been prepared and submitted for the project. This memorandum analyzed the possible effect of the proposed residential development and assumed a fast food use and 40,000 square feet of retail for the residual commercial lot in comparison to the approved use of the entire existing Lot 219 for commercial purposes. This memorandum determined that the currently proposed uses would result in a decrease of 4,400 future average daily trips, a minor increase of six (6) trips in the morning peak hour, and a decrease of 460 trips in the evening peak hour. Given that the local circulation system was originally designed to accommodate the larger volumes associated with the commercial use of the site, the proposed residential and residual commercial uses would not significantly affect the local circulation system.

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?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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A Traffic Memorandum ("TCM")(Linscott Law & Greenspan, Engineers, 2014) has been prepared and submitted for the project. The TCM outlines the traffic considerations related to underlying Tentative Tract Map No. 46018-11, Lot 219. The proposed modification would alter the land use from 150,000 square feet of commercial use to 40,000 square feet of commercial use and 175 condominiums. Based on the Traffic and Lighting letter dated May 4, 2015, the proposed modification will result in trip generation characteristics similar to those associated with the original tentative Tract Map No. 46018-11 Lot 219. All requirements and mitigations previously approved for tract Map No. 46018-11(outlined in the DPW letter dated January 8, 2004) are still applicable to that project.

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 project site is not located near a public or private airstrip and will not encroach into air traffic patterns.

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

The project does not entail creating sharp curves or dangerous intersections or incompatible uses. Therefore, there will be no increased hazards due to design features.

e) Result in inadequate emergency access?

The proposed subdivision, construction, and operation of 175 residential condominiums would not block or provide inadequate emergency access for the project itself or make existing emergency access to off-site properties inadequate. Emergency access has been reviewed and cleared by the Los Angeles County Fire Department.

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?

A bus stop for City of Santa Clarita Transit is located approximately 200 feet from the project site, at the corner of Heller Circle and Maitland Lane. The proposed project is consistent with the County's Healthy Design Ordinance, as there are numerous five-foot-wide pedestrian pathways into and through the site, as well as a perimeter pathway around the residential area. There would also be direct pedestrian connections between the residential area, private recreational areas, and the future commercial area. There are no specific bicycle parking requirements for single-family residences, although any future commercial development on the site would be required to provide such facilities. According to the Los Angeles County 2012 Bicycle Master Plan, there is a proposed class II bike lane along Plum Canyon Road, immediately adjacent to the project site. The proposed project would not interfere with any designated bikeways, pedestrian, or transit facilities.

18. UTILITIES AND SERVICE SYSTEMS

	<i>Less Than Significant</i>			
	<i>Potentially Significant Impact</i>	<i>Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impa ct</i>

Would the project:

- a) Exceed wastewater treatment requirements of either the Los Angeles or Lahontan Regional Water Quality Control Boards?

The subdivision, construction, and operation of 175 residential condominiums is not expected to exceed treatment requirements of the Los Angeles Regional Water Quality Control Board. All public wastewater disposal (sewer) systems are required to obtain and operate under the terms of an NPDES (National Pollution Discharge Elimination System) permit, which is issued by the local Regional Water Quality Control Board (RWQCB). Because all municipal wastewater treatment facilities are required to obtain NPDES permits from the RWQCB, any project which would connect to such a system would be required to comply with the same standards imposed by the NPDES permit. As such, these connections would ensure the project's compliance.

- 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?

Wastewater generated by the proposed project will drain to an existing 15" public sewer main in Plum Canyon Road. A sewer area study (dated 06/18/2015) has been conducted and it determined that existing sewer mains downstream of the proposed project have sufficient capacity to accept additional wastewater. Wastewater generated in Santa Clarita Valley is treated at the Saugus and Valencia wastewater reclamation plants. Sewage increase due to proposed project would be less than significant and further capacity analysis of wastewater reclamation plants is not necessary. The conclusions of the sewer area study have been reviewed and approved by the Department of Public Works.

- 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 will comply with the most recently approved hydrology and all drainage and grading plans prior to building permit to ensure that the project would not create drainage system capacity problems, and that no construction of new storm water drainage facilities or expansion of existing facilities is required. The project will comply with the County's Low Impact Development Ordinance ("LID") as part of the approved hydrology to comply with storm water quality runoff requirements.

- 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 applicant shall comply with all requirements stipulated by the local water purveyor. The Santa Clarita Water District (SCWD) of Castaic Lake Agency issued a Will-Serve Letter to the applicant that will expire on December 23, 2016. It shall be the applicant's sole responsibility to renew the aforementioned Will Serve Letter upon expiration and abide by all requirements of the water purveyor.

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 subdivision, construction, and operation of 175 residential condominiums building will not significantly impact the availability of adequate energy supplies and should not create energy utility capacity problems or result in the construction of new energy facilities or expansion of existing facilities. In addition, any future construction will be subject to the Cal Green building standards, which is required to provide energy saving measures to further reduce the amount of energy consumed by the proposed project.

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

Development at the proposed density at this location is planned for under the existing Los Angeles County Regional Waste Management Plan. Due to the relatively small scale of the proposed project, the proposal to subdivide, construct, and operate 175 residential condominiums should not significantly impact solid waste disposal capacity.

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

The project would be required to comply with federal, state, and local statutes and regulations related to solid waste. The California Integrated Waste Management Act of 1989 requires the County of Los Angeles to attain specific waste diversion goals. In addition, the California Solid Waste Reuse and Recycling Access Act of 1991 mandates that expanded or new development projects to incorporate storage areas for recycling bins into the existing design. The project will include sustainable elements to ensure compliance with all federal, state, and local statutes and regulations related to solid waste. It is anticipated that these project elements will comply with federal, state, and local statutes and regulations to reduce the amount of solid waste. The project will not displace an existing or proposed waste disposal, recycling, or diversion site.

19. MANDATORY FINDINGS OF SIGNIFICANCE

	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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?

The project does not 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. As analyzed in the Initial Study sections above, the proposed project will have no impact or less than significant impact in all these areas upon implementation of appropriate mitigation measures.

b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project does not achieve short-term goals to the disadvantage of long-term goals. The proposed use and density complies with the existing and proposed General Plan, General Plan Housing Element, and Zoning Ordinance. Therefore, the proposed project would have a less-than-significant impact.

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)?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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The proposed project does not have cumulative impacts. The proposed project will not be an inducement to future growths, as the project does not require additional infrastructure beyond that necessary to serve the project. The Traffic Memorandum prepared for the project also indicates that cumulative traffic effects would be less than significant. There are no impacts that are cumulatively considerable. Therefore, the proposed project would have a less-than-significant impact.

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

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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The project will require mitigation measures regarding air quality, geology/soils, and noise in order for its impacts on human beings in these areas to be less than significant. These measures are delineated in the attached Mitigation Monitoring Program document. No other substantial adverse effects on human beings were identified. Therefore, the overall impact of the project on humans would be less than significant with appropriate mitigation.

**MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
PROJECT NO. R2014-02680-(5) / TR 073065 / CUP NO. 201400126 / ENV NO. 201400215**

#	Environmental Factor	Mitigation	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
AQ-1	Air Quality	<p>Architectural Coatings. The proposed project shall use interior and exterior paints with the least amount of VOCs practical for the purpose needed. In general, interior paint with VOC content of less than 50 g/L shall be used, and zero-VOC paints shall be used wherever feasible</p>	<p>Use of low-VOC or no-VOC paints. Paints used shall be indicated on the project's Master Plot Plan.</p>	<p>Upon approval of Master Plot Plan</p>	<p>Permittee</p>	<p>DRP, DPH</p>
BR-1	Biological Resources	<p>Nesting Bird Surveys. Project-related activities likely to have the potential of disturbing suitable bird nesting habitat shall be prohibited from December 1 through August 31 unless a biological monitor acceptable to the Department of Regional Planning surveys the project area prior to disturbance to confirm that disturbance to habitat will not result in the failure of nests on-site or immediately adjacent to the area of disturbance. Disturbance shall be defined as any activity that physically removes or damages vegetation or habitat, any action that may cause disruption of nesting behavior such as equipment noise exceeding 60dB, or direct artificial night lighting. Commencing one month previous to the onset of disturbance, weekly surveys shall be conducted on the subject property within 500 feet of disturbance areas. The final survey shall be no more than three (3) days prior to the commencement of disturbance. If an active nest is discovered on-site or can be reasonably deduced to exist immediately adjacent to the site, the monitor shall demarcate an area to be avoided by disturbance activities until the active nest is vacated for the season and there is no evidence of further nesting attempts. This demarcated area will incorporate a buffer area surrounding the active nest that is suitable in size and habitat type to provide a reasonable expectation of breeding success for nesting birds (typically 500 feet for raptors and 300 feet for other birds). Limits of avoidance shall be demarcated with flagged fencing. The biological monitor shall record the results of the surveys and results of the recommended protective measures described above and submit the records to the applicant, CDFW, and the Department of Regional Planning, to the satisfaction of the Director of the latter.</p>	<p>Retention of approved biological monitor, substantial of survey reports.</p>	<p>Prior to issuing of grading or building permits, then continuing during construction</p>	<p>Permittee</p>	<p>DRP</p>

**MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
PROJECT NO. R2014-02680-(5) / TR 073065 / CUP NO. 201400126 / ENV NO. 201400215**

CR-1	Cultural Resources	<p>Cultural Remains: Should cultural resource remains be encountered during land modification activities, work shall cease, and the Los Angeles County Director of Regional Planning contacted immediately to determine appropriate measures to mitigate adverse impact to the discovered resources. If human remains are discovered within the boundaries of the project area, then the procedures described in Section 7050.5 of the California Health and Safety Code shall be followed. These procedures require notification of the County Coroner. If the County Coroner determines that the discovered remains are those of Native American ancestry, then the Native American Heritage Commission (NAHC) must be notified by telephone within 24 hours: Sections 5097.94 and 5097.98 of the Public Resources Code describes the procedures to be followed after the notification of the NAHC</p>	Contact County Coroner, NAHC, follow relevant sections of Public Resources Code	Upon discovery of human or cultural remains	Permittee	DRP, Coroner, NAHC
GS-1	Geology / Soils	<p>Commercial Lot Vegetation. Upon the completion of grading activities on the project site, Lot 2 shall be planted with appropriate native, drought-tolerant ground cover in order to mitigate the potential loss of topsoil through erosion. Such ground cover shall be approved by the Director of Regional Planning, in consultation with staff biologists, prior to final CUP approval.</p>	Landscape plan approval	Prior to final CUP approval	Permittee	DRP
GS-2	Geology / Soils	<p>Soil Recommendation. In order to adequately mitigate potential impacts of the project site's areas of expansive soil and liquefaction, soil from the project site shall be overexcavated and recompacted to the satisfaction of the Department of Public Works.</p>	Overexcavation and recompaction of project site soil	Prior to rough grading approval	Permittee	DPW
N-1	Noise	<p>Construction Equipment. If electrical service is available within 150 feet, electrical power shall be used to run air compressors and similar power tools. Internal combustion engines shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the project site without the manufacturer-recommended muffler. All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers.</p>	Use of electrical power for tools, mufflers for internal combustion engines	During construction	Permittee	DRP, DPH

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N-2	Noise	<p>Additional Construction Noise Controls. For all mobile construction equipment operating within 250 feet of adjacent residential receptors east and west of the project site, and for all stationary construction equipment operating on the project site, additional noise attenuation techniques shall be employed to ensure that noise remains within levels allowed by the County of Los Angeles noise restrictions. Such techniques may include, but are not limited to, the use of sound blankets on noise generating equipment and the construction of temporary sound barriers between construction sites and affected uses. Temporary noise barriers used during construction activity shall be made of noise-resistant material sufficient to achieve a Sound Transmission Class (STC) rating of STC 25 or greater, based on sound transmission loss data taken according to ASTM Test Method E90. Such a barrier may provide as much as a 10 dBA insertion loss, provided that it is positioned as close as possible to the noise source or to the receptors. To be effective, the barrier must be long and tall enough to completely block the line-of-sight between the noise source and the receptors. The gaps between adjacent panels must be filled-in to avoid having noise penetrate directly through the barrier.</p>	Use of noise barriers for construction equipment within 250 feet of residences	During construction	Permittee	DRP, DPH
N-3	Noise	<p>Neighbor Notification. Provide notification to commercial and residential occupants adjacent to the project site at least 24 hours prior to initiation of construction activities that could significantly affect outdoor or indoor living areas. This notification shall include the anticipated hours and duration of construction and a description of noise reduction measures. The notification shall include a telephone number for local residents to call to submit complaints associated with construction noise. The notification shall be posted on Plum Canyon Road adjacent to the project site, and shall be easily viewed from adjacent public areas</p>	Notification of adjacent neighbors 24 hours prior to significant noise generating activities	24 hours prior to occurrence, During construction	Permittee	DRP, DPH
M/C-1	Mitigation Compliance	<p>As a means of ensuring compliance of above mitigation measures, the applicant and subsequent owner(s) are responsible for submitting compliance report to the Department of Regional Planning for review, and for replenishing the mitigation monitoring account if necessary until such as all mitigation measures have been implemented and completed.</p>	Submittal and approval of compliance report and replenishing mitigation monitoring account	Yearly and as required until all measures are completed.	Permittee	DRP

Conditional Use Permit Burden of Proof Statement

Applicant: KB Home

Proposed Multi-Family Residential Condominium Project, Unincorporated Saugus

Request:

Per LACC 22.28.160.A, the Applicant is requesting approval of a conditional use permit (“CUP”) to authorize development of 175 multi-family condominium units (41 three-story attached buildings with a maximum height of 38 feet) on vacant property zoned C-2 (Neighborhood Commercial); the CUP would also authorize an onsite grading project exceeding 100,000 cubic yards of grading (the project will involve approximately 111,214 cubic yards of cut, 106,725 cubic yards of fill and 4,489 cubic yards of soil export). The subject property is a vacant, previously-graded level pad located in unincorporated Saugus, with frontages on Plum Canyon Road, La Madrid Drive and Farrell Road.

Project Description:

The proposed project would subdivide the existing 14.54-gross-acre Lot No. 219 of Tract 46018-11 (the “subject property”), which is zoned Neighborhood Commercial (C-2), into two lots. The primary proposed land use for the subject property (Lot 1) is multi-family residential. Lot 2 would remain in its current vacant state (pending potential future commercial development of that site). The following are the applicable acreages:

- Total gross acreage of subject property = 14.54 acres
- Total net acreage of subject property = 12.36 acres
- Net acreage of residential parcel (Lot 1) = 10.45 acres
- Net acreage of commercial site (Lot 2) = 1.91 acres

The proposed multi-family residential development that is the primary focus of this project would include 175 three-story townhome style condominiums units in 41 separate buildings connected by a series of drive aisles. Maximum height of the buildings would be 38 feet. Each of the 41 buildings will contain either 4 or 5 separate units and each unit will have its own enclosed 2-car garage. A total of 350 private (resident) parking spaces and 71 guest parking spaces would be provided throughout the project.

The primary project access driveway would be along Plum Canyon Road; secondary access would be provided along La Madrid Avenue. A third access would be provided to Farrell Road (proposed Skyline Ranch Road) if an access easement can be obtained. The project includes sidewalk improvements along Farrell Road.

Two open space/stormwater detention basins totaling 7,500 square feet would be provided. Two open space park areas totaling 15,000 square feet would also be provided. These would be park-like features containing barbeque/picnic areas and possibly a tot lot or other play feature.

The subject property is zoned Neighborhood Commercial (C-2) and is designated CG (General Commercial) in the Santa Clarita Valley Area Plan. The application also contains a Vesting Tentative Tract Map, proposing to subdivide the subject parcel into two, smaller parcels: the

10.45-net-acre subject parcel and a 1.91-net-acre commercial parcel (which, as noted, will remain vacant pending potential future development of the parcel in the future).

APPLICANT'S BURDEN OF PROOF STATEMENTS FOR CUP

A. The requested use at the location will not:

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

The proposed project will meet KB Home's industry-leading standards for tasteful and forward-thinking multi-family residential site design and architectural character, with strong emphasis being placed on the attractiveness and cohesiveness of the proposed residential buildings' architectural composition and on the project's onsite outdoor resident/guest amenity and landscaped areas, pedestrian connectivity and overall compliance with the County's applicable Healthy Design Guidelines. The proposed multi-family residential condominium use is consistent with the subject property's underlying C-2 zoning (subject to the County's approval of the requested CUP). Moreover, the proposed multi-family condominiums at the proposed project density of approximately 17 units per net acre are consistent with the land use and density criteria for the subject property's General Commercial (GC) land use designation per the Santa Clarita Valley Area Plan (the "Area Plan"); the Area Plan places a maximum density of 18 dwelling units per net acre in the subject GC land use designation.

Consistent with the Area Plan's requirement that multi-family residential development in the applicable GC land use category not adversely impact job creation or economic development in the planning area, the proposed development will create high-quality construction jobs, spurring local job creation and economic development as the project is constructed. Moreover, the property owner has submitted a commercial market feasibility study for the subject property, which study indicates neither sufficient commercial market demand currently exists nor is forecasted to materialize in the future to support development of a large commercial retail center on the site (such as a department store-anchored shopping center). The study's findings in this regard notwithstanding, in order to reserve an opportunity for more measured and potentially market-responsive community serving commercial use at the site, should market conditions support this in the future, a 1.91-net-acre vacant parcel has been preserved at the southwesterly corner of the site ("Lot 2," located at the property's frontage on Plum Canyon Road and Farrell Road).

The community surrounding the subject property is defined by townhome (to the south/southwest) and existing and forthcoming single-family residential (to the north, east and west) development, so the proposed three-story townhome style condominiums will be wholly consistent with the established pattern and scale of development in the project vicinity. As part of the CUP request (through the discretion granted the Regional Planning Commission per LACC 22.56.200), the

Applicant is requesting a modest, 8% increase to the underlying C-2 zone's building height limitation; the Applicant is proposing maximum building heights of 38 feet in lieu of the C-2 zone's 35-foot building height limitation. The Applicant maintains 38-foot building height, in lieu of 35 feet, is necessary for the project to achieve the appropriate architectural massing from native grade to the roof ridgeline for the three story product. Parking will be provided onsite consistent with County Code requirements for same. Moreover, the conditions of approval of the associated tract map and related Subdivision Committee requirements and the conditions of approval of the CUP will ensure all site engineering, public health and safety considerations will be adequately addressed, so as to ensure the project will not serve to adversely affect health or welfare of persons living or working in the surrounding area.

With respect to the Applicant's CUP request to authorize an on-site grading project in excess of 100,000 cubic yards of grading, in its conditioned approval for this request, the County will impose conditions (e.g., regulating hours of hauling operations, mitigation measures for dust control, noise, etc.) which will ensure the proposed on-site grading operations are conducted in a manner that will protect the health, welfare, comfort and peace of persons living and working in the project vicinity. Additional protective measures will be imposed by the County Division of Building & Safety through the numerous conditions of the project grading permit.

For the reasons set forth above, the requested multi-family residential condominium use and the Applicant's request for an onsite grading project exceeding 100,000 cubic yards of grading will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area.

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

The development of an attractive and well-designed multi-family townhome condominium community on vacant property that is zoned and planned for such use will only serve to improve the use, enjoyment and valuation of property of other persons located in the vicinity of the site. The proposed development will continue the established pattern of residential development in the immediate vicinity. As noted, townhomes exist to the south/southwesterly of the subject property (across Plum Canyon Road) whereas single-family residential development either occurs or will soon be taking place to the west, north and east; as such, the proposed development will provide a logical transitional extension of townhome development as one moves southwesterly from the existing townhome development to the south/southwest to the north/northeast, where single-family development either occurs or will soon be taking place (note that, per the Area Plan, the development of single-family detached residences is not permissible under the site's GC land use designation). A sufficient slope landscaping buffer area will be provided between the adjacent properties to the north so as to ensure the future single-family residential development that will take place to the north/northeast will not be adversely impacted

by the proposed multi-family condominiums; note a grade change occurs between the subject property and the single-family residential properties to the north/northeast (the single-family properties are sited at a higher grade than the subject property). Moreover, as noted, the conditions of approval of the associated tract map and related Subdivision Committee requirements and the conditions of approval of the CUP will ensure all site engineering, public health and safety considerations will be adequately addressed, so as to further ensure the project will not serve to be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site.

With respect to the Applicant's request for a CUP for an onsite grading project involving more than 100,000 cubic yards of grading, in its conditioned approval for this request, the County will impose conditions (e.g., regulating hours of hauling operations, mitigation measures for dust control, noise, etc.) which will ensure the proposed on-site grading is conducted in a manner that will not be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site. Additional protective measures will be imposed by the County Division of Building & Safety through the numerous conditions of the Project grading permit.

For the reasons set forth above, the requested multi-family residential condominium use and the Applicant's request for an onsite grading project exceeding 100,000 cubic yards of grading will not be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site.

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

The conditions of approval of the associated tract map and related Subdivision Committee requirements and the conditions of approval of the CUP will ensure all site engineering, public health and safety considerations will be adequately addressed and that any mitigation measures that may be needed to reduce project's potentially significant environmental impacts will be appropriately implemented by the Applicant; this, in turn, acts to ensure the project will not serve to jeopardize, endanger or otherwise constitute a menace to the public, health, safety or general welfare. As noted, the vacant site is zoned for the proposed use (subject to the County's approval of the CUP) and the subject property's Area Plan land use designation likewise supports the proposed use.

With respect to the CUP request for an onsite grading project in excess of 100,000 cubic yards of grading, in its conditioned approval for this request, the County will impose conditions (e.g., regulating hours of hauling operations, mitigation measures for dust control, noise, etc.) to ensure the proposed on-site grading and off-site export/hauling operations do not serve to jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare. Additional protective

measures will be imposed by the County Division of Building & Safety through the numerous conditions of the project grading permit.

For the reasons set forth above, the requested multi-family residential condominium use and the Applicant's request for an onsite grading project exceeding 100,000 cubic yards of grading will not serve to jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.

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

As depicted on the Vesting Tentative Tract Map and Exhibit "A" (site plan) thereto submitted with the CUP application, the Applicant has demonstrated that the proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other applicable development features prescribed in the County's subdivision and zoning ordinances, or as is otherwise required in order to integrate the proposed use with the uses in the surrounding area. As depicted on the Exhibit "A" (site plan) to the Vesting Tentative Tract Map, the subject property is adequate in size to support the proposed multi-family condominiums and appurtenant facilities, including, but not limited to, internal drive aisles, parking, outdoor amenity areas and landscaping. Provision of adequate on-site circulation and access is in the interest of safety and the general welfare because it helps to ensure that project vehicular traffic will not adversely impact the adjoining land uses and surrounding community. As noted, the project is providing onsite parking consistent with County zoning requirements for same. Ensuring that the project includes sufficient parking is in the interest of the public health, safety, and general welfare because it makes certain that the project would not adversely impact the surrounding community through overflow parking onto adjacent streets.

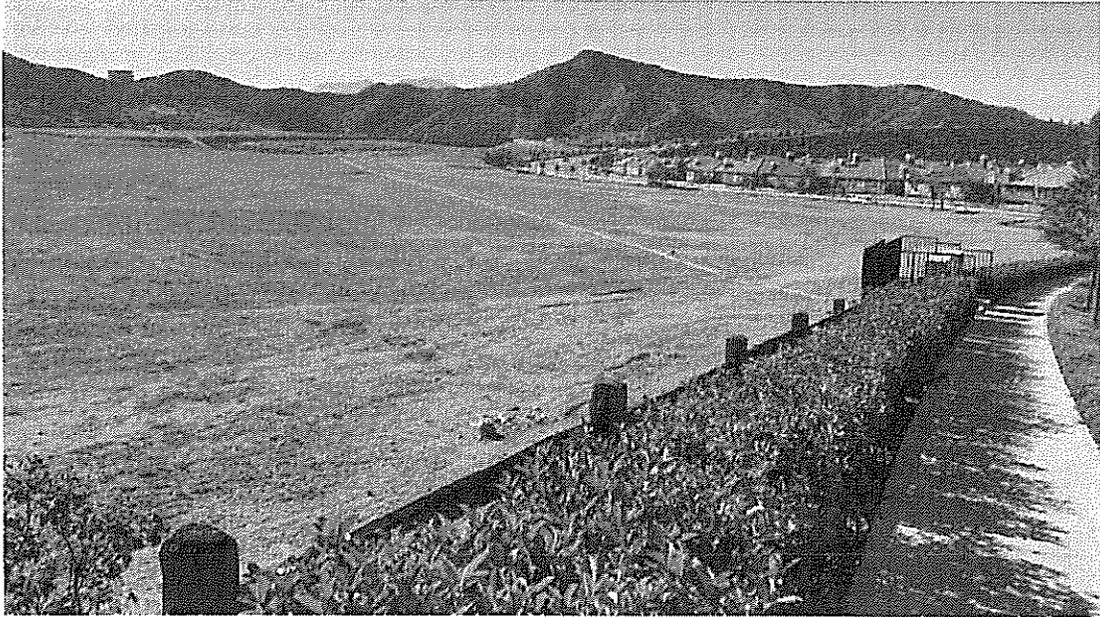
C. The proposed site is adequately served:

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

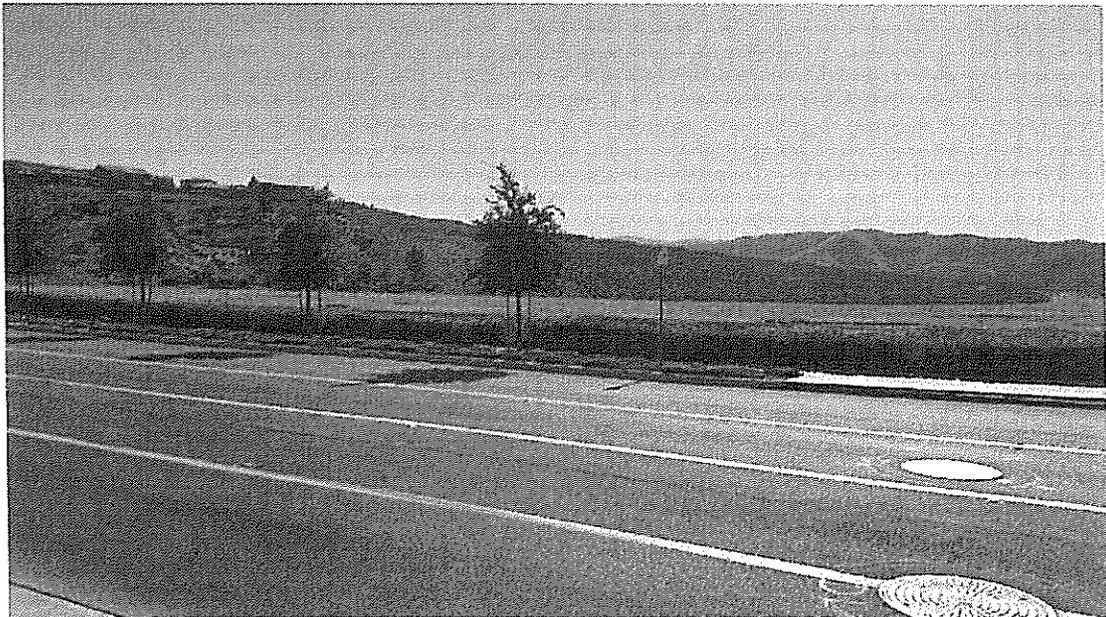
The subject property is adequately served by streets (Plum Canyon Road, La Madrid Drive and Farrell Road) of sufficient width, and improved as necessary to carry the kind and quantity of traffic the proposed use will generate. This statement is substantiated by the project Traffic Assessment that has been prepared for the Applicant by the traffic engineering firm of Linscott, Law & Greenspan, which Traffic Assessment has been approved by LACO Department of Public Works' Traffic & Lighting Division.

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

The subject property (which, as noted, is a previously-graded, level pad) is located in an urbanized and developed area. Public services and utilities already serve the project area; as such, the project will be adequately served by public fire, law enforcement, utility, and/or other public services, as required. The Project includes all necessary on-site utility improvements and connections to existing off-site municipal infrastructure.



2812-097-007. View from Northwest Corner towards Southeast. Plum Canyon Road in Background. Friday 9/5/14.



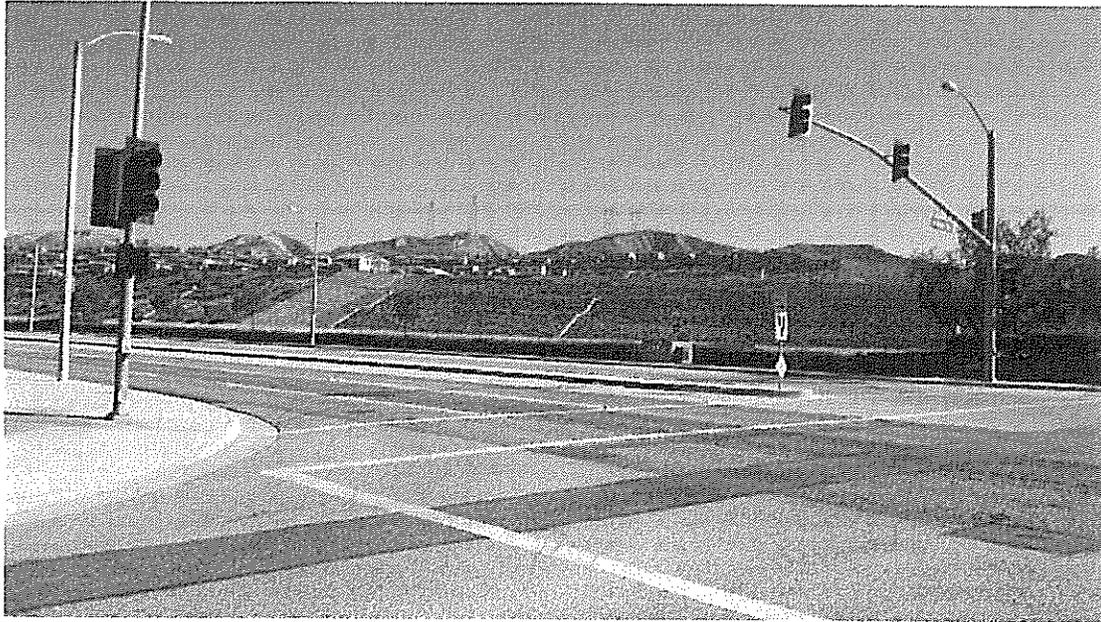
2812-097-007. View From Southwest Corner Easterly across site. 9/5/14



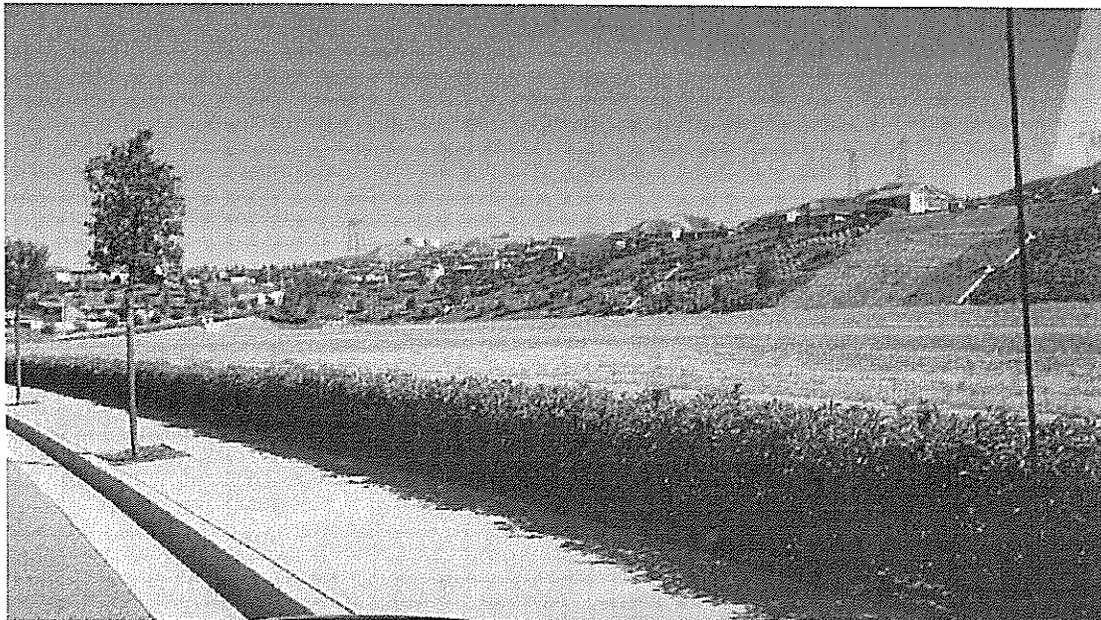
2812-097-007. View from Southwest Corner of Plum Canyon and La Madrid Easterly across site. Plum Canyon to the right. 9/5/14.



2812-097-007. View from South midpoint to the North of site while driving along Plum Canyon. 9/5/14



2812-097-007. View from Southeast corner of Heller Cir/Skyline Ranch Road and Plum Canyon Rd. View is Northerly across the site. Housing elevated approximately 30 feet minimum above site. 9/5/14



2812-097-007. View from sidewalk on Plum Canyon Rd. Northerly across site. 9/5/14