Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Richard J. Bruckner
Director

May 23, 2017

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, CA 90012

Dear Supervisors:

APPEAL OF PROJECT NO. 98034-(5)
REVISED VESTING TENTATIVE TRACT MAP NO. 52584-1
VARIANCE NO. 201300003
CONDITIONAL USE PERMIT NO. 201300081
OAK TREE PERMIT NO. 201300023
ENVIRONMENTAL ASSESSMENT NO. 201300138
APPLICANT: iSTAR
NEWHALL ZONED DISTRICT
(FIFTH SUPERVISORIAL DISTRICT) (3-VOTES)

SUBJECT

The above project would create 497 single-family residential lots, one (1) public park lot, 15 private recreation and access lots, 16 open space lots, one (1) water tank lot, 13 public facility lots, and 21 private and future street and private drive and fire lane lots (564 lots) on 430.4 gross acres. The site is zoned A-2-2 (Heavy Agricultural—Two Acre Minimum Required Lot Area).

The project would grant a retroactive variance to authorize development within a 25-foot radius on the crest of a secondary ridgeline within zone A-2-2 and a Conditional Use Permit (CUP) for a density-controlled development. It would also allow the grading of more than 100,000 cubic yards of earth material, installation and use of an 850,000-gallon water tank and continued use of a 750,000-gallon water tank, and an oak tree permit to authorize the encroachment into the protected zone of one non-heritage oak tree and the removal of one non-heritage status oak tree.

The site takes access from Hasley Canyon Road to the south and Barcelona Road from the north.

The project was approved by the Regional Planning Commission (Commission) on February 1, 2017. This approval is being appealed by Mr. Ron Lombardi and Mr. Eugene Lombardi, c/o Olivarez Madruga LLP.

IT IS RECOMMENDED THAT THE BOARD AFTER THE PUBLIC HEARING,

1. Indicate its intent to certify the Final Environmental Impact Report (Final EIR) associated with Environmental Assessment No. 201300138, along with the required findings of fact, and adopt the Mitigation Monitoring and Reporting Program for the project pursuant to State and local California Environmental Quality Act (CEQA) guidelines.

2. Indicate its intent to deny the appeal and instruct County Counsel to prepare the necessary findings to affirm the Commission's approval of Revised Vesting Tentative Tract Map No. 52584-1, Variance No. 201300003, CUP No. 201300081, and Oak Tree Permit No. 201300023.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

The project would be consistent with applicable policies of the 2012 Santa Clarita Valley Area Plan (SCVAP) in that it would not exceed population projections and would be consistent with the Plan's H2 land use designation. Several policies of the 2012 SCVAP are also applicable to the project, including those regarding the accommodation of population increases through development in concentrated, clustered pockets, the avoidance of hazardous conditions and environmental degradation, the integration of development into its surroundings, and the provision of adequate circulation and infrastructure systems. The project would also comply with the standards of zone A-2, the hillside management standards, and the standards for density-controlled development found in the Zoning Ordinance (County Code, Title 22).

The project would be consistent with plan policies to take into consideration the sensitivities of natural environmental systems, hazards, infrastructure service capacities, aesthetics, and other constraints. This is done, partially, by preserving approximately 53.4 percent (up to 223.33 acres) of open space.

The site is physically suitable for the type of development being proposed. The density-controlled project design provides natural buffer zones along the project boundaries. The revised vesting tentative tract map depicts the proposed 497 residential lots centered on approximately 144.1 acres of the 430.4-acre project site. In accordance with the Castaic Community Standards District, the minimum area of the residential lots is 7,000 square feet and range in size up to 16,700 square feet. A system of public streets would connect the developed area to Hasley Canyon Road to the south, Barcelona Drive to the north and Hayward Drive to the east.

A trail easement, 16 feet in width, for full public access would be dedicated to the County as a regional Hasley Canyon multi-use trail within the proposed open space lots 524 and 525. The applicant has agreed to construct a variable-width "natural surface" trail, seven (7) to ten (10) feet in width, consistent with the Trail Classification Guidelines for "Natural Trail 1" of the County of Los Angeles Trails Manual. This would be in addition to home owner association maintained trails throughout the private recreation and open space lots. The developed areas of the project would be largely screened from view from Hasley Canyon Road, Hillcrest Parkway and other Hasley Canyon Road residences bordering the project site to the north and east via undisturbed open space and landscaping.

Development would be located adjacent to existing infrastructure and utility systems along Hasley Canyon Road. In addition, the project would provide housing in an existing urbanized area with nearby services and employment opportunities fronting the I-5 corridor. Also, the proposed design, scale, average lot size, and development pattern of the proposed single-family residential uses are consistent with the single-family Hillcrest Parkway neighborhood development located north of the site and the Hasley Hills and North Bluffs neighborhoods to the east. The clustered design of the project allows for the development of similar houses on lots smaller than the two-acre minimum, leaving room for an orchard, a vineyard and a much larger preserve of undisturbed open space than that of neighboring developments. It also avoids grading the most prominent slopes and ridgelines of the project site. For these reasons, the proposed project would constitute creative design and complimentary visual quality.

Implementation of Strategic Plan Goals

The project implements the Strategic Plan to support the wellness of our communities by promoting practices for higher quality of life through expanded access to recreational and cultural opportunities including parks and other recreational facilities such as the proposed neighborhood recreation facility with orchard and vineyard for residents and their guests.

The project promotes active and healthy lifestyles in support of the County's Strategic Plan strategy II.2.4 to support safe and comfortable built environments that encourage physical activity on proposed dedicated trails, paseos and private recreation lots.

The project enables implementation of strategy II.2.3 to support the wellness of our communities by facilitating enhancement of the County's capacity to effectively prevent, prepare for and respond to emergent environmental and natural hazards and reduce impacts to disproportionately affected communities by the construction of the Barcelona Road extension to connect neighborhoods.

FISCAL IMPACT/FINANCING

Approval or denial of the appeal would not result in any new significant costs to the County or to the Department of Regional Planning (Department), as the proposed project is a

private development. Any construction costs and operating cost will be borne by the applicant. Existing and proposed infrastructure and public services are adequate to accommodate the proposed project, as confirmed by the Los Angeles County Departments of Public Works, Fire, Public Health, and Parks and Recreation.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

A duly noticed public hearing was held before the Commission on January 11, 2017. The Department's staff gave a presentation recommending approval of the project. The applicant and four (4) members of the public spoke in favor of the project, while two spoke in opposition. Correspondence against the project was also submitted. After some discussion, the Commission directed the applicant to consider ownership options regarding the project open space and continued the public hearing to February 1, 2017.

A continued public hearing was held on February 1, 2017. The applicant spoke in favor of the project while opposition was voiced by one speaker. After discussion, the Commission closed the public hearing, certified the Final EIR, and approved the project.

Pursuant to subsection A of Section 22.60.230 of the County Code, Lloyd Pilchen, Olivarez Madruga LLP, representative for the Lombardi party, adjacent property owners, appealed the Commission's approval to the Board of Supervisors on February 13, 2017. A public hearing is required pursuant to Section 22.60.240 of the County Code. Notice of the hearing must be given pursuant to the standards of Government Code sections 6061 and 65090 relating to notice of public hearing.

ENVIRONMENTAL DOCUMENTATION

The Department completed an Initial Study and identified in the Notice of Preparation that an Environmental Impact Report (EIR) was necessary for the project. The areas of potential significant environmental impact addressed in the EIR include Aesthetics, Biological Resrouces, Cultural and Paleontological Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Public Services and Traffic/Transportation. Areas that required no further study included Agriculture/Forest, Mineral Resources, Population/Housing, and Utilities/Services.

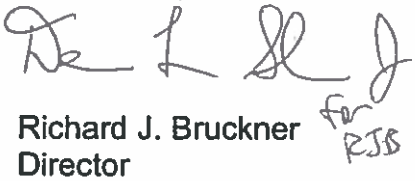
As identified in the EIR and as mentioned in the Findings of Fact and Statement of Overriding Considerations, the project would result in significant adverse impacts to the environment regarding Air Quality, Noise and Solid Waste.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

Action on the appeal of the revised vesting tentative tract map, variance, CUP, and Oak Tree Permit is not anticipated to have a negative impact on current services.

For further information, please contact Steven Jones at (213) 974-6433 or sdjones@planning.lacounty.gov. Our Office hours are Monday through Thursday, 7:00 a.m. to 6:00 p.m.

Respectfully submitted,



Richard J. Bruckner for RJB
Director

RJB:SA:KKS:lm

Attachments: Findings and Conditions, Commission Staff Reports and Correspondence, FEIR, MMRP, CEQA Findings of Fact and Statement of Overriding Consideration

c: Executive Office, Board of Supervisors
Assessor
Chief Executive Office
County Counsel
Public Works

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Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Richard J. Bruckner
Director

February 2, 2017

Steve Wylder
10960 Wilshire Boulevard 1260
Los Angeles CA 90024

REGARDING: **PROJECT NO. 98034-(5)**
Revised Vesting Tentative Tract Map No. 52584-1; Variance No. 201300003; Conditional Use Permit No. 201300081; Oak Tree Permit No. 201300023; Environmental Assessment No. 201300138
HASLEY CANYON ROAD (APNs 2866-062-032, -033; 3247-032-052)

The Regional Planning Commission, by its action of **February 1, 2017,** has **APPROVED** the above-referenced project. Enclosed are the Commission's Findings and Conditions of Approval. Please carefully review each condition. This approval is not effective until the appeal period has ended and the required documents and applicable fees are submitted to the Regional Planning Department (see enclosed Affidavit of Acceptance Instructions).

Upon completion of the appeal period, the notarized Affidavit of Acceptance and any applicable fees must be submitted to the planner assigned to your case. Please make an appointment to ensure that processing will be completed in a timely manner. Failure to submit these documents and applicable fees within 60 days will result in a referral to Zoning Enforcement for further action.

In addition, any applicable CEQA fees for the Department of Fish and Wildlife shall be paid, and a Notice of Determination, if applicable must be filed with the County Clerk according to the instructions with the enclosed Affidavit of Acceptance. A Notice of Exemption, if applicable, may also be filed according to the instructions in the enclosed Affidavit of Acceptance.

For questions or for additional information, please contact Steven Jones of the Land Divisions Section at (213) 974-6433, or by email at sdjones@planning.lacounty.gov. Our office hours are Monday through Thursday, 7:30 a.m. to 5:30 p.m. We are closed on Fridays.

Sincerely,
DEPARTMENT OF REGIONAL PLANNING
Richard J. Bruckner

Kim K. Szalay, Supervising Regional Planner
Land Divisions Section

Enclosures: Findings, Conditions of Approval, Affidavit of Acceptance (Permittee's Completion), Notice of Determination (1 original, 1 copy)
c: Board of Supervisors; Aaron Clark

KKS:SDJ

CC 060412

FINDINGS AND ORDER OF THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
PROJECT NO. 98034-(5)
REVISED VESTING TENTATIVE TRACT MAP NO. 52584-1

1. **HEARING DATES.** The Los Angeles County (County) Regional Planning Commission (Commission) conducted a duly-noticed public hearing on January 11, 2017 and a consent item for approval on February 1, 2017, in the matter of Project No. 98034-(5), consisting of Revised Vesting Tentative Tract Map No. 52584-1, Variance No. 201300003, Conditional Use Permit No. 201300081, and Oak Tree Permit No. 201300023. An EIR Environmental Assessment No. 201300138 is associated with this project.

2. **ENTITLEMENT REQUESTED.** The applicant requests a revised vesting tentative tract map to create 497 single-family residence lots, one (1) public park lot, 12 private recreation lots, 16 open space lots, 12 public facility lots, 21 private street lots, one (1) water tank lot developed with two water tanks, one (1) booster station lot and three (3) pedestrian access lots (564 total lots) on 430.4 gross acres, pursuant to County Code Section 21.38.010.

3. **LOCATION.** The project site is located along Hasley Canyon Road near Del Valle Road in the Castaic community.

4. **PROJECT DESCRIPTION.** The Project applicant proposes to develop 497 single-family dwellings and associated supporting infrastructure including local roadways, installation and use of an 850,000-gallon water tank, maintenance and use of an existing 750,000-gallon water tank, a pump station, storm drain maintenance lots, a public park and private recreation and open space lots within a 430.4-acre site. The proposed residential lots would occupy approximately 144.1 acres of the site. The project would require approximately 3,956,920 cubic yards of cut material, 3,956,920 cubic yards of fill material (7,913,840 cubic yards total), with all cut material being used as fill material to balance the site. The remaining improved areas of the site would include 1.71 acres for the water tanks/pump station, 8.07 acres of storm drain maintenance lots, and 53.16 acres of public streets, private and future street lots and private drive and fire lane lots. On-site developed-area drainage would be diverted to filtration ponds prior to discharge into the Santa Clara River.

   The project applicant proposes to widen and improve the segment of Hasley Canyon Road that traverses the southern boundary of the project site in accordance with the approved alignment of the road; the improvements also will be consistent with the County's designation of the roadway as an existing Secondary Highway.

   At project buildout of 564 lots, the applicant also proposes the preservation of approximately 93.9 acres of undeveloped, natural area around the outer portions of

the site. At project buildout of 564 lots, a total of approximately 223.33 acres of open space, to include the public park, private recreation areas developed as pocket parks, paseos, access to paseos, a private recreation center and areas planted with an orchard and vineyard, is proposed.

5. The related variance request is to authorize development within the crests of significant ridgelines pursuant to County Code Section 22.56.260.

6. The related CUP, pursuant to County Code Sections 22.56.205, 22.56.217, 22.24.150 and 22.44.137D.6.c is a request to authorize:

   a. A density-controlled development in zone A-2-2;
   b. Development within a hillside management area
   c. Grading involving a volume of earth greater than 100,000 cubic yards;
   d. Exempt grading on a significant ridgeline, within the 50-foot restricted area surrounding such ridgeline;
   e. Installation and use of water tanks.

7. The oak tree permit is a related request to authorize the removal of one oak tree as set forth in Section 22.56.990 of the Zoning Code.

8. **TOPOGRAPHY**. The subject property consists of 430.4 acres of undeveloped, partially graded, hilly terrain with moderate to steep variations in slope and consists of three legal lots in an unincorporated section of Los Angeles County known as Castaic Area.

9. **ZONING.** The subject property is zoned A-2-2 (Light Agricultural—Two Acre Minimum Required Lot Area).

10. **LAND USE CLASSIFICATION.** The site is located within H2 (Residential 2 – Urban Residential 1), which allows a maximum density of 2 residential units per 1 acre.

11. **SURROUNDING ZONING.** Surrounding Zoning within a 500-foot radius:

    North: R-1 (Single Family Residence) and R-1-5,000 (Single Family Residence – 5,000 Square Foot Minimum Required Lot Area)
    South: A-2-2 and M-1.5-DP (Restricted Heavy Manufacturing, Development Program)
    East: RPD-5,000-2.8U (Residential Planned Development, 5,000 Square Foot Minimum Required Lot Area, 2.8 Dwelling Units Per Net Acre), O-S (Open Space)
    West: A-2-2

12. **SURROUNDING LAND USES.** Surrounding land uses within a 500-foot radius include:

North: Single family residences (Hillcrest Park neighborhood) and open space.
South: Hasley Canyon Road, undeveloped land, Industrial uses and open space.
East: Single family residences.
West: Single family residences, undeveloped land

13. **SITE ACCESS.** Hasley Canyon Road provides street frontage and access to the Project site.

14. Internal vehicle circulation is provided via private and future streets and private drives.

15. **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 20, 2016, all departments have cleared the project for public hearing and approval. An excerpt of the Subdivision Committee Report of August 18, 2016 is attached. All County departments named above, as well as the Sheriff's Department and County Library, were also consulted regarding the Draft EIR (DEIR), which was circulated to them from March 15, 2016 to April 29, 2016. The Final EIR (FEIR) responds to all comments received during this period and is included as an appendix to this report.

16. **OTHER AGENCY COMMENTS AND RECOMMENDATIONS.** The DEIR was circulated to numerous other agencies from March 15, 2016 to April 29, 2016. This was done through the State Clearinghouse, as well as individual agency consultations. Agency comments were received. The FEIR responds to all comments received during this period.

17. **ENVIRONMENTAL DETERMINATION.** The Los Angeles County Department of Regional Planning (DRP) has determined by way of an Initial Study and identified in the Notice of Preparation sent to agencies, that an Environmental Impact Report (EIR) was necessary for the Project. The areas of potential significant environmental impact addressed in the EIR include aesthetics, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, public services, traffic/transportation and utilities and service systems. The Initial Study determined that no further environmental review was required for agriculture/forest, mineral resources, population/housing and recreation.

    Significant and unavoidable impacts identified in the final EIR after implementation of the required mitigation measures as enforced by the project's MMRP related to air quality, noise and solid waste. Project operations solid waste impacts and emissions levels above Southern California Air Quality Management District (SCAQMD) significant thresholds could result. Construction operations may exceed noise thresholds. The Statement of Overriding Considerations notes that implementation of the project will improve upon the current aesthetics of the partially

graded site, the project will be0 compatible with surrounding development, provides a transition between urban and rural uses, provides new housing, preserves natural resource areas, will offer common open space and recreational amenities, has sustainable features and will mitigate, to the extent feasible, potential environmental impacts to outweigh the significant unavoidable impacts of the project on the environment.

Project design features and mitigation measures are included in the Mitigation Monitoring and Reporting Program (MMRP) associated with this project.

18. The Commission finds that the MMRP, prepared in conjunction with the Final EIR, identifies in detail how compliance with its measures will mitigate or avoid potential adverse impacts to the environment from the Project. Approval of this Project is conditioned on the permittee's compliance with the attached conditions of approval and MMRP.

19. The Commission finds that the Final EIR for the Project was prepared in accordance with CEQA, the State CEQA Guidelines, and the County's Environmental Document Reporting Procedures and Guidelines. The Commission reviewed and considered the Final EIR, along with its associated MMRP, Findings of Fact and Statement of Overriding Considerations, and finds that they reflect the independent judgment of the Commission. The Findings of Fact and Statement of Overriding Considerations are incorporated herein by this reference, as set forth in full.

20. The Commission finds that the MMRP for the Project is consistent with the conclusions and recommendations of the Final EIR and that the MMRP's requirements are incorporated into the conditions of approval for the Project.

21. **LEGAL NOTIFICATION AND PUBLIC OUTREACH.** In accordance with Section 15050 of the *State CEQA Guidelines,* and, pursuant to the provisions of Sections 22.60.174 and 22.60.175 of the County Code, the community was appropriately notified by mail, newspaper, property posting, library posting and on the Department of Regional Planning's website of the Hearing Examiner meeting that was conducted on the Draft EIR by a DRP Hearing Examiner. Notices were verified to be posted on the subject property. A Notice of Completion and Notice of Availability (NOC-NOA) of a Draft EIR was posted at the Los Angeles County Clerk's office and the NOC-NOA was sent by mail or delivery service to required agencies, including the State Clearinghouse and other interested parties. The NOC-NOA was also posted on the site and on DRP's website. The formal public review period for the Draft EIR was from March 15, 2016 to April 29, 2016. Comments on the Draft EIR were received during the comment period, and those comments are responded to in this Final EIR.

    The community was appropriately notified of the public hearing by mail, newspaper, property posting, library posting, and DRP website posting.

22. **PUBLIC COMMENTS.** Staff received two items of correspondence for the project prior to the notice of public hearing. An e-mail from the Castaic Area Town Council advocated that the project contribute toward the construction of a bridge at Hasley Canyon and Del Valle Roads. Staff also received one letter of support for the project from local resident Mr. Kreisler.

    Subsequent to the notice of public hearing, staff received items of correspondence from Mr. Lloyd Pilchen of Olivarez Madruga, LLP, representing Messrs. Ron Lombardi and Eugene Lombardi, owners of land (Lombardi property) adjacent and to the west of the subject property, regarding concerns about access and the proposed relocation of an easement.

23. **HEARING PROCEEDINGS.** At the January 11, 2017 public hearing, staff gave a presentation to the Commission recommending approval of the project. The applicant's representatives, Mr. Aaron Clark, Mr. Steve Wylder and Ms. Amy Freilich were sworn in and gave testimony in favor of the project, shared thoughts that the proposed Barcelona Road was unnecessary, provided details regarding the project description and discussed the conditions of project approval. The proponents for the proposed project put forth testimony that showed that the request for a revised vesting tentative tract map provides open space buffers for transitions into neighboring developments, public trails and private paseos, open space and a public park, includes improvements in aesthetics from the currently partially-graded site and lowers water usage.

24. Commissioner Shell questioned the condition of approval requiring dedication of open space lots with improvements and requested that a landscaping condition include a provision for at least 50 percent California native landscaping.

25. Commissioner Modugno preferred to have the open space default to the County of Los Angeles, if feasible, and if not, then the Homeowner's Association that would be required to be established and required the condition allow that flexibility. He continued on that the proposed park should be developed prior to dedication to the County.

26. The testimony from the public included support for approval of the project from the President and CEO of the Santa Clarita Valley Chamber of Commerce, a current community resident and former Castaic Area Town Council member, and a resident of the area of over 35 years. Testimony in opposition to the project was heard from representatives for the Lombardi property asserting that adequate access to the adjacent Lombardi property is not provided with the proposed request, that there were environmental implications with reduced off-site drainage, that meaningful comment was not afforded them with the timing of the approved hydrology study in relation to the public hearing date and that re-circulation of the EIR was necessary.

27. Additional testimony was taken from a representative of SCOPE expressing concern regarding the timing of the dedication of open space and water availability for the proposal.

28. The applicant rebutted that a water supply assessment was completed and that there is sufficient water available for the project. It was also stated that the hydrology study detailed the findings of the analysis for environmental review and that access to the Lombardi property would not be blocked.

29. The Commission discussed the open space and recirculation concerns and, after directing staff to work with the applicant on revising open space conditions, closed the public hearing.

30. The Commission continued the item to February 1, 2017.

31. On February 1, 2017, staff gave a presentation indicating agreements had been reached regarding open space conditions to include areas of land suitable for transfer to a public agency or non-profit group and recommended approval of the project. The Commission received public comment on the item. The applicant voiced concern over the proposed Barcelona Road's retention in the scope of the project. The testimony from the project opponent was concerned with the access to the Lombardi property.

32. After a Commission discussion, the Commission certified the project's final EIR and approved the project including retention of proposed Barcelona Road and excluding the opponent's requested addition of westerly access to the Lombardi property.

33. **VESTING MAP.** The subject tract map was submitted as a "vesting" tentative map. As such, it is subject to the provisions of Sections 21.38.010 through 21.38.080 of the County Code.

34. **PLAN CONSISTENCY.** The project site is located within H2 (Residential 2 – Urban Residential 1), which allows a maximum density of 2 residential units per 1 acre.

    The site would be allowed a maximum density of 860 dwelling units. The project proposes to integrate into the surrounding area by creating streets and infrastructure to serve the site. Steep topography is proposed to be separated and used as permanent open space. 497 is less than maximum units allowed. Development is concentrated in a clustered area of the site for the avoidance of hazardous conditions and environmental degradation, allowing construction of housing similar to the existing pattern on lot sizes consistent with the CSD requirement and a large preserve of natural open space that buffers neighboring surroundings.

35. The Commission finds that since the project is proposed to be partially graded, street frontage waivers are consistent with the project objectives for the project to be developed in compliance with the Zoning Code.

36. **ZONING CODE CONSISTENCY.** The Regional Planning Commission finds that the project would be consistent with the applicable regulations of the Zoning Code. The

project site is within Zone A-2-2 (Heavy Agricultural—Two Acre Required Minimum Lot Area) and is subject to the following standards:

- *Minimum Lot Size*
  The Project site is zoned A-2-2, which allows for single -family residential uses on a two-acre minimum lot size unless a density-controlled development CUP is approved allowing greater development density per acre. The project proposes 497 residential units which would be allowed with the conditional approval of the density-controlled CUP which would allow a minimum required area of 37,723 square feet per unit (430.4 acres/497 du) if evenly distributed across the entire site. Because much of the site is located within a Hillside Management area (greater than 25 percent slope), it would be impractical and undesirable to disperse 2-acre residential lots over the entirety of the project site. To achieve the proposed development of 497 residential lots, a CUP for density-controlled development (clustering) under Section 22.56.205 of the County Code is proposed. Under the proposed CUP, 497 single-family residence lots with an average size of 11,850 square feet would be within a clustered area of approximately 144.1 acres with approximately 223.33 acres preserved as open space (51.8% of the gross area).

  Section 22.56.205 of the County Code allows specification of standards of development of the zone in which a density-controlled development is proposed. With the implementation of the CUP for density control, the project would not exceed the total number of residential lots allowed.

- *Hillside Management*
  Section 22.56.217 of the County Code imposes additional requirements for projects within hillside management areas. The Project site is located within a designated urban hillside management area, as it contains slopes of greater than 25% grade. Under the hillside management criteria in effect until 2015, any development that exceeds a certain low-density threshold in a rural hillside management area is required to obtain a Hillside Management CUP (HM-CUP). This threshold is calculated based on slope density, area, and SCVAP 2012 land use classification.

  Because the project proposes a total of 497 dwelling units, it exceeds the low-density threshold of 40.10 units and therefore requires a HM-CUP. A minimum of 25% of the net area of all urban HM-CUP projects must be preserved as open space. When counting natural open space, manufactures slopes within open space, restoration and mitigation areas within open space, private recreation areas and access thereto, and public park area, the project proposes to preserve 223.26 acres, which is approximately 53.4 percent of the site's approximate net area of 418.48 acres. The HM-CUP has been applied for and will be considered under a separate approval.

- *Grading*

Section 22.24.150 of the County Code requires a CUP for any grading project in Zone A-2 that exceeds 100,000 cubic yards of earth moving. The proposed project would require 3,956,920 cubic yards of cut and 3,956,920 cubic yards of fill, including over excavation and shrinkage, balanced on-site, for a total grading volume of 7,913,840 cubic yards. As a result, a CUP for grading is required. This CUP has been applied for and will be considered under a separate approval.

- *Oak Tree Removal*
  The removal or encroachment upon the protected zone of one oak tree for any development other than one single-family residence requires an oak tree permit, pursuant to Section 22.56.2060 of the County Code. The applicant is proposing to remove one oak tree in the south area of the project site. As required, the applicant has submitted an oak tree report by a certified arborist. This oak tree permit has been applied for and will be considered under a separate approval.

37. **LAND USE COMPATIBILITY.** The Regional Planning Commission finds that the project would be consistent with applicable policies of the SCVAP 2012 in that it would not exceed population projections and would be consistent with the Plan's land use designation.

    The proposed project would be consistent with Plan policies to take into consideration the sensitivities of natural environmental systems, hazards, infrastructure service capacities, aesthetics, and other constraints. The development of 497 units on the site is less than the maximum density of 860 units and 51.8% of the site's gross area is proposed to be permanent open space.

38. The Commission finds that night lighting of the private recreation common areas should comply with the additional standards for outdoor recreational activity areas of the Rural Outdoor Lighting District Ordinance contained within the County Code and be controlled by motion sensor and light sensor lighting, and guidelines for minimization of light trespass unless around swimming pools and/or water features for safety.

39. **PHYSICAL SITE SUITABILITY.** The Regional Planning Commission finds that the site is physically suitable for the type of development being proposed. The density-controlled project design provides natural buffer zones along the project boundaries. Native vegetation is proposed to be preserved since focused activity is centered on the site and avoidance of the majority of the significant ridgeline on the site allows preservation of unique land features.

    The project would provide housing in an existing urbanized area with nearby services and employment opportunities in the area. Also, the proposed design, scale, average lot size, and development pattern of the proposed single-family residence uses are consistent with the single-family residence neighborhoods surrounding the site. The clustered-like design of the Project allows for the development of similar houses on smaller lots.

The proposed project would constitute creative design and complimentary visual quality.

40. The Regional Planning Commission finds that the project will comply with all Low Impact Development (LID) requirements and that off-site drainage improvements (off-site improvements) may be constructed downstream of the project in connection with a separate development project commonly known as Valencia Commerce Center. Completion of the off-site improvements would eliminate the need for on-site hydromodification improvements (on-site improvements) for this project. If and when such off-site improvements are constructed, the portion of the project site depicted as retention basin lot 485 and lot 512 which includes a water quality basin as the on-site improvements are proposed to be developed with single-family residence lots, open space, private recreation and a private drive depicted as lots 485-497 and 512. The project EIR analyzes the impacts of both on -site improvements and the proposed residential, open space and private recreation uses once the off-site improvements are constructed. The Commission finds that development of the project site as depicted on the phasing map of the revised vesting tentative map is not authorized until the off-site improvements have been constructed to the satisfaction of the County Department of Public Works (DPW) and an alternate hydrology study for the project is submitted and approved by DPW.

41. The Commission finds that the project applicant would be required to monitor peak hour traffic volumes at the site access intersection with Hasley Canyon Road to determine if traffic volumes will trigger the need for the installation of a traffic signal to mitigate adverse impacts to Hasley Canyon Road.

42. The Commission finds that the project meets State and County subdivision laws because the Subdivision Map Act and County Code are met.

43. **SEWER DISCHARGE.** The Regional Planning Commission finds that the discharge of sewage from this land division into the public sewer system will not violate the requirements of the California Regional Water Quality Control Board pursuant to Division 7 (Commencing with Section 13000) of the Water Code. Public Works has issued conditional approval of the subject land division.

44. **DESIGN IMPACT – PUBLIC HEALTH.** The Regional Planning Commission finds that the design of the subdivision and the type of improvements will not cause serious public health problems, since sewage disposal, storm drainage, and geologic and soils factors are already adequately addressed.

45. The Regional Planning Commission finds that certain off-site drainage improvements (Off-Site Improvements) may be constructed downstream of the project in connection with a separate development project commonly known as Valencia Commerce Center. Completion of the Off-Site Improvements would eliminate the need for on-site hydromodification improvements (On-Site Improvements) for this Project and that a retention basin may be redesigned to be

developed as phase 5 of the project depicted as lot nos. 484-497 and 512 on the proposed revised vesting tentative map.

46. **WILDLIFE/HABITAT IMPACTS.** The Regional Planning Commission finds that there is no substantial evidence, based on the record as a whole, that the proposed project will have potential for an adverse effect on wildlife resources or the habitat upon which, either individually or cumulatively, the wildlife depends. The nearest identified wildlife linkages to the project site are the San Gabriel – Castaic Connection to the east and the Santa Monica-Sierra Madre Connection to the west. The site and adjacent off-site parcels do not lie within the linkage designs for these connections and is surrounded on three sides by existing residential development.

47. **PASSIVE COOLING.** The Regional Planning Commission finds that the design of the subdivision provides to the extent feasible, for future passive or natural heating or cooling opportunities therein. Future structures built on the subject property after subdivision recordation will be required to comply with State and County Green Building standards, which regulate the heating and cooling efficiency of structures for the benefit of the natural environment.

48. **RIGHTS-OF-WAY/EASEMENTS.** The Regional Planning Commission finds that the division and development of the property in the manner set forth on this map will not unreasonably interfere with the free and complete exercise of public entity and/or public utility rights-of-way and/or easements within this map, since the design and development as set forth in the conditions of approval and shown on the tentative map, provide adequate protection for any such easements.

49. **WATERCOURSE IMPACT.** The Regional Planning Commission finds that Pursuant to Article 3.5 of the Subdivision Map Act, the proposed subdivision contains Federal and State non-wetland waters that are impacted.

50. The Regional Planning Commission finds that impacts to Federal and State require permits. The Commission further finds that the need for a Section 404 permit shall be determined by the United States Army Corps of Engineering (USACE), pursuant to the Federal Clean Water Act, and that a streambed alteration agreement is proposed to be obtained prior to site disturbance.

51. **HOUSING/EMPLOYMENT NEEDS.** The Regional Planning Commission finds that the housing and employment needs of the region were considered and balanced against the public service needs of local residents and available fiscal and environmental resources when the project was determined to be consistent with the General Plan.

52. **PUBLIC NOTICE.** The Commission finds that pursuant to sections 22.60.174 and 22.60.175 of the County Code, the community was properly notified of the public hearing by mail, newspaper, and property posting. Additionally, the Project was noticed and case materials were available on Regional Planning's website and the Castaic and Stevenson Ranch libraries. Notices of Public Hearing were mailed to

all property owners as identified on the County Assessor's record within a 1,000-foot radius from the project Site, as well as to the courtesy mailing list for the Newhall Zoned District.

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

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

A. That the proposed use with the attached conditions will be consistent with the adopted General Plan and Santa Clarita Valley Area Plan.

B. That the proposed use at the site will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area, will not be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site, and will not jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.

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

D. That the proposed site is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate, and by other public or private service facilities as are required.

THEREFORE, THE REGIONAL PLANNING COMMISSION:

1. Certifies the final Environmental Impact Report associated with Environmental Assessment No. 201300138, along with the required findings of fact, and adopts the Mitigation, Monitoring and Reporting Program and State of Overriding Considerations for the project pursuant to state and local CEQA guidelines; and

2. Approves Revised Vesting Tentative Tract Map No. 52584-1, subject to the attached conditions.

ACTION DATE: 2/1/2017
Vote: 5-0-0
Yes: Smith, Louie, Shell, Pedersen, Modugno
No:
Absent:

KKS:SDJ
2/1/17

FINDINGS AND ORDER OF THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
PROJECT NO. 98034-(5)
VARIANCE NO. 201300003

1. **HEARING DATES.** The Los Angeles County (County) Regional Planning Commission (Commission) conducted a duly-noticed public hearing on January 11, 2017 and a consent item for approval on February 1, 2017, in the matter of Project No. 98034-(5), consisting of Revised Vesting Tentative Tract Map No. 52584-1, Variance No. 201300003, Conditional Use Permit No. 201300081, and Oak Tree Permit No. 201300023. An EIR Environmental Assessment No. 201300138 is associated with this project.

2. **ENTITLEMENT REQUESTED.** The permittee, SFR Los Valles LLC (permittee), requests the variance to authorize grading and development of a roadway within the crests of significant ridgelines for access to single-family residence lots and open space areas pursuant to County Code Section 22.56.260.

3. **LOCATION.** The project site is located along Hasley Canyon Road near Del Valle Road in the Castaic community.

4. **PROJECT DESCRIPTION.** The Project applicant proposes to develop 497 single-family dwellings and associated supporting infrastructure including local roadways, installation and use of an 850,000-gallon water tank, maintenance and use of an existing 750,000-gallon water tank, a pump station, storm drain maintenance lots, a public park and private recreation and open space lots within a 430.4-acre site. The proposed residential lots would occupy approximately 144.1 acres of the site. The project would require approximately 3,956,920 cubic yards of cut material, 3,956,920 cubic yards of fill material (7,913,840 cubic yards total), with all cut material being used as fill material to balance the site. The remaining improved areas of the site would include 1.71 acres for the water tanks/pump station, 8.07 acres of storm drain maintenance lots, and 53.16 acres of public streets, private and future street lots and private drive and fire lane lots. On-site developed-area drainage would be diverted to filtration ponds prior to discharge into the Santa Clara River.

   The project applicant proposes to widen and improve the segment of Hasley Canyon Road that traverses the southern boundary of the project site in accordance with the approved alignment of the road; the improvements also will be consistent with the County's designation of the roadway as an existing Secondary Highway.

   At project buildout of 564 lots, the applicant also proposes the preservation of approximately 93.9 acres of undeveloped, natural area around the outer portions of the site. At project buildout of 564 lots, a total of approximately 223.33 acres of open space, to include the public park, private recreation areas developed as pocket parks, paseos, access to paseos, a private recreation center and areas planted with an orchard and vineyard, is proposed.

5. The revised vesting tentative tract map is a related request to create 497 single-family residence lots, one (1) public park lot, 12 private recreation lots, 16 open space lots, 12 public facility lots, 21 private street lots, one (1) water tank lot developed with two water tanks, one (1) booster station lot and three (3) pedestrian access lots (564 total lots) on 430.4 gross acres, pursuant to County Code Section 21.38.010.

6. The related CUP, pursuant to County Code Sections 22.56.205, 22.56.217, 22.24.150 and 22.44.137D.6.c is a request to authorize:

   a. A density-controlled development in zone A-2-2;
   b. Development within a hillside management area
   c. Grading involving a volume of earth greater than 100,000 cubic yards;
   d. Exempt grading on a significant ridgeline, within the 50-foot restricted area surrounding such ridgeline;
   e. Installation and use of water tanks.

7. The oak tree permit is a related request to authorize the removal of one oak tree as set forth in Section 22.56.990 of the Zoning Code.

8. **TOPOGRAPHY.** The subject property consists of 430.4 acres of undeveloped, partially graded, hilly terrain with moderate to steep variations in slope and consists of three legal lots in an unincorporated section of Los Angeles County known as Castaic Area.

9. **ZONING.** The subject property is zoned A-2-2 (Light Agricultural—Two Acre Minimum Required Lot Area).

10. **LAND USE CLASSIFICATION.** The site is located within H2 (Residential 2 – Urban Residential 1), which allows a maximum density of 2 residential units per 1 acre.

11. **SURROUNDING ZONING.** Surrounding Zoning within a 500-foot radius includes:

North:	R-1 (Single Family Residence) and R-1-5,000 (Single Family Residence – 5,000 Square Foot Minimum Required Lot Area)
South:	A-2-2 and M-1.5-DP (Restricted Heavy Manufacturing, Development Program)
East:	RPD-5,000-2.8U (Residential Planned Development, 5,000 Square Foot Minimum Required Lot Area, 2.8 Dwelling Units Per Net Acre), O-S (Open Space)
West:	A-2-2

12. **SURROUNDING LAND USES.** Surrounding land uses within a 500-foot radius include:

North:	Single family residences (Hillcrest Park neighborhood) and open space.
South:	Hasley Canyon Road, undeveloped land, Industrial uses and open space.
East:	Single family residences.
West:	Single family residences, undeveloped land

13. **SITE ACCESS.** Hasley Canyon Road provides street frontage and access to the Project site.

14. The exhibit "A" for the project depicts the site developed within a clustered area of approximately 144.1 of the site. The easterly significant ridgeline grading was authorized under the previous approval and prior to its identification as a significant ridgeline. Single-family residence lots, open space and roads for access are proposed within a 25-foot radius on the crest of a secondary ridgeline.

15. Further grading of the remaining portions of the easterly significant ridgeline is necessary to continue the clustered-like design.

16. A road and related infrastructure are proposed at the westerly significant ridgeline. The surrounding areas to the west and north are proposed to be maintained as open space.

17. **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 19, 2016, all departments have cleared the project for public hearing and approval. An excerpt of the Subdivision Committee Report of August 18, 2016 is attached. All County departments named above, as well as the Sheriff's Department and County Library, were also consulted regarding the Draft EIR (DEIR), which was circulated to them from March 15, 2016 to April 29, 2016. The Final EIR (FEIR) responds to all comments received during this period and is included as an appendix to this report.

18. **OTHER AGENCY COMMENTS AND RECOMMENDATIONS.** The DEIR was circulated to numerous other agencies from March 15, 2016 to April 29, 2016. This was done through the State Clearinghouse, as well as individual agency consultations. Agency comments were received. The FEIR responds to all comments received during this period.

19. **ENVIRONMENTAL DETERMINATION.** The Los Angeles County Department of Regional Planning (DRP) has determined by way of an Initial Study and identified in the Notice of Preparation sent to agencies, that an Environmental Impact Report (EIR) was necessary for the Project. The areas of potential significant environmental impact addressed in the EIR include aesthetics, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, public services, traffic/transportation and utilities and service systems. The Initial Study determined that no further environmental review as required for agriculture/forest, mineral resources, population/housing and recreation.

    Significant and unavoidable impacts identified in the final EIR after implementation of the required mitigation measures as enforced by the project's MMRP related to air quality, noise and solid waste. Project operations solid waste impacts and emissions levels above SCAQMD significant threshold could result. Construction operations may exceed noise thresholds. The Statement of Overriding Considerations notes that implementation of the project will improve upon the current aesthetics of the partially graded site, and that the project is compatible with surrounding development, provides a transition between urban and

rural uses, provides new housing, preserves natural resource areas, will offer common open space and recreational amenities, has sustainable features and will mitigate, to the extent feasible, potential environmental impacts to outweigh the significant unavoidable impacts of the project on the environment.

Project design features and mitigation measures are included in the Mitigation Monitoring and Reporting Program (MMRP) associated with this project.

20. The Commission finds that the MMRP, prepared in conjunction with the Final EIR, identifies in detail how compliance with its measures will mitigate or avoid potential adverse impacts to the environment from the Project. Approval of this Project is conditioned on the permittee's compliance with the attached conditions of approval and MMRP.

21. The Commission finds that the Final EIR for the Project was prepared in accordance with CEQA, the State CEQA Guidelines, and the County's Environmental Document Reporting Procedures and Guidelines. The Commission reviewed and considered the Final EIR, along with its associated MMRP, Findings of Fact and Statement of Overriding Considerations, and finds that they reflect the independent judgment of the Commission. The Findings of Fact and Statement of Overriding Considerations are incorporated herein by this reference, as set forth in full.

22. The Commission finds that the MMRP for the Project is consistent with the conclusions and recommendations of the Final EIR and that the MMRP's requirements are incorporated into the conditions of approval for the Project.

23. The Commission finds that the permittee is subject to payment of the California Department of Fish and Wildlife fees related to the Project's effect on wildlife resources pursuant to section 711.4 of the California Fish and Game Code.

24. **LEGAL NOTIFICATION AND PUBLIC OUTREACH.** In accordance with Section 15050 of the *State CEQA Guidelines,* and, pursuant to the provisions of Sections 22.60.174 and 22.60.175 of the County Code, the community was appropriately notified by mail, newspaper, property posting, library posting and on the Department of Regional Planning's website of the Hearing Examiner meeting that was conducted on the Draft EIR by a DRP Hearing Examiner. Notices were verified to be posted on the subject property. A Notice of Completion and Notice of Availability (NOC-NOA) of a Draft EIR was posted at the Los Angeles County Clerk's office and the NOC-NOA was sent by mail or delivery service to required agencies, including the State Clearinghouse and other interested parties. The NOC-NOA was also posted on the site and on DRP's website. The formal public review period for the Draft EIR was from March 15, 2016 to April 29, 2016. Comments on the Draft EIR were received during the comment period, and those comments are responded to in this Final EIR.

The community was appropriately notified of the public hearing by mail, newspaper, property posting, library posting, and DRP website posting.

25. **PUBLIC COMMENTS.** Staff received two items of correspondence for the project prior to the notice of public hearing. An e-mail from the Castaic Area Town Council advocated that the project contribute toward the construction of a bridge at Hasley Canyon and Del Valle Roads. Staff also received one letter of support for the project from local resident Mr. Kreisler.

    Subsequent to the notice of public hearing, staff received items of correspondence from Mr. Lloyd Pilchen of Olivarez Madruga, LLP, representing Messrs. Ron Lombardi and Eugene Lombardi, owners of land (Lombardi property) adjacent and to the west of the subject property, regarding concerns about access and the proposed relocation of an easement.

26. **HEARING PROCEEDINGS.** At the January 11, 2017 public hearing, staff gave a presentation to the Commission recommending approval of the project. The applicant's representatives, Mr. Aaron Clark, Mr. Steve Wylder and Ms. Amy Freilich were sworn in and gave testimony in favor of the project, shared thoughts that the proposed Barcelona Road was unnecessary, provided details regarding the project description and discussed the conditions of project approval. The proponents for the proposed project put forth testimony that showed that the request for a revised vesting tentative tract map provides open space buffers for transitions into neighboring developments, public trails and private paseos, open space and a public park, includes improvements in aesthetics from the currently partially-graded site and lowers water usage.

27. Commissioner Shell questioned the condition of approval requiring dedication of open space lots with improvements and requested that a landscaping condition include a provision for at least 50 percent California native landscaping.

28. Commissioner Modugno preferred to have the open space default to the County of Los Angeles, if feasible, and if not, then the Homeowner's Association that would be required to be established and required the condition allow that flexibility. He continued on that the proposed park should be developed prior to dedication to the County.

29. The testimony from the public included support for approval of the project from the President and CEO of the Santa Clarita Valley Chamber of Commerce, a current community resident and former Castaic Area Town Council member, and a resident of the area of over 35 years. Testimony in opposition to the project was heard from representatives for the Lombardi property asserting that adequate access to the adjacent Lombardi property is not provided with the proposed request, that there were environmental implications with reduced off-site drainage, that meaningful comment was not afforded them with the timing of the approved hydrology study in relation to the public hearing date and that re-circulation of the EIR was necessary.

30. Additional testimony was taken from a representative of SCOPE expressing concern regarding the timing of the dedication of open space and water availability for the proposal.

31. The applicant rebutted that a water supply assessment was completed and that there is sufficient water available for the project. It was also stated that the hydrology study detailed

the findings of the analysis for environmental review and that access to the Lombardi property would not be blocked.

32. The Commission discussed the open space and recirculation concerns and, after directing staff to work with the applicant on revising open space conditions, closed the public hearing.

33. The Commission continued the item to February 1, 2017.

34. On February 1, 2017, staff gave a presentation indicating agreements had been reached regarding open space conditions to include areas of land suitable for transfer to a public agency or non-profit group and recommended approval of the project. The Commission received public comment on the item. The applicant voiced concern over the proposed Barcelona Road's retention in the scope of the project. The testimony from the project opponent was concerned with the access to the Lombardi property.

35. After a Commission discussion, the Commission certified the project's final EIR and approved the project including retention of proposed Barcelona Road and excluding the opponent's requested addition of westerly access to the Lombardi property.

36. The Commission finds that there are special circumstances or exceptional characteristics applicable to the property involved which are not generally applicable to other properties in the same vicinity and under identical classification. Due to the lot's irregular shape and size and the fact that site is partially graded terrain authorized by the previous approval, the variance is required to allow further grading of an easterly significant ridgeline for development of single-family residence lots, open space and roads and grading of a westerly significant ridgeline for a road.

37. The Commission finds that the granting of the variance will not be materially detrimental. The variance would not permit a development that is not allowed in Zone A-2-2 under County Code. The variance will not grant a development which would violate any additional Zoning Code requirements, all other existing development standards, height limits, yard requirements, and parking for single-family residences in Zone A-2-2 will be met. The project would not be detrimental to the prevailing character of the neighborhood.

38. **PLAN CONSISTENCY.** The Commission finds that the project is consistent with the goals and policies of the Santa Clarita Valley Area Plan (SCVAP). The project provides single-family residences, public and private recreation, public facility lots and, open space areas to other single-family residence uses, and the project concentrates development for more efficient utilization of public services and facilities, reduced energy consumption and offers improvement of an under-utilized site.

39. **ZONING CODE CONSISTENCY.** The Commission finds that with the requested subdivision, grading for the project site is necessary and a variance is required in order to authorize development activity in the area of the crest of the significant ridgeline.

40. The Commission finds that such variance is necessary for the preservation of a substantial property right of the applicant such as that possessed by owners of other property in the same vicinity and zone. Section 22.24.120 of the County Code permits single-family residences and open space. The variance is required to develop a roadway within the crest of a significant ridgeline. The proposed single-family residences and open space areas are permitted uses and would be allowed without a variance under typical circumstances. The proposed project is consistent and compatible with surrounding single-family residential uses.

41. The Commission finds that the project is consistent with the applicable regulations of the Zoning Code because the project is consistent with the development standards of zone A-2-2 and the Castaic Area CSD as set forth in section 22.24.170 and Chapter 22.44.137 of the County Code. The Commission finds that the project is consistent with the Zoning Code. Section 22.56.260 of the County Code permits development within the crest of significant ridgelines, provided a variance has first been obtained.

42. The Commission finds that the permittee has requested authorization to develop land within the crests of significant ridgelines.

43. **LAND USE COMPATIBILITY.** The Regional Planning Commission finds that the Project would be consistent with applicable policies of the 2012 SCVAP in that it would minimize its impact on community character, surrounding neighborhoods and natural features by project design features including landscaping and/or maintaining open space around the developed portions, blending architecturally similar structures and the land with curvilinear streets, terraced slopes and drains and pads that follow the physical geography of the land to match the existing patterns of the surrounding area.

44. **PHYSICAL SITE SUITABILITY.** The Regional Planning Commission finds that the site is physically suitable for the type of development being proposed. The project design provides landscaping and buildings in a clustered-like design to preserve steep hillsides along with other site design approaches to blend with the urban transitional character of the area.

    Development would be located adjacent to existing infrastructure and utility systems along Hasley Canyon Road. In addition, the site is in an existing urbanized area with nearby services and employment opportunities. The proposed design, scale, and development pattern are consistent with the existing pattern of development surrounding the site. It also reduces and minimizes grading by only grading that which is necessary for preparation of the site for the proposed development, including contour grading to present a rounded appearance that blends with the natural terrain. For these reasons, the proposed Project would constitute compatible design and complimentary visual quality.

45. Regional Planning staff visited the site in February, 2016, and observed no violations.

46. The Commission finds that the Project Site is adequate in size and shape to accommodate the areas, landscaping, single-family residence lots and other development features as is required in order to integrate the project into the surrounding area.

47. The Commission finds that the Project is adequately served by highways of sufficient width, and improved as necessary to carry the kind of traffic such uses would generate, and by other public or private facilities as are required because a public street and private driveways and fire lanes are proposed to provide interior access to the site and the property fronts public street, Hasley Canyon Road.

48. The Commission finds that the Project is consistent with the surrounding area in the unincorporated community of Castaic Area. The project development of land will provide a service that will be used by residents living, working, shopping and recreating in the surrounding area.

49. The Commission finds that the project on the site will not adversely affect the health, peace, comfort, or welfare of persons residing or working in the surrounding area; will not be materially detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the site; and will not jeopardize, endanger, or otherwise constitute a menace to the public health, safety, and general welfare.

50. The Commission finds that compatibility with the surrounding land uses will be ensured through the project conditions, project design features and mitigation measures.

51. The Commission finds that the project offers development compatible with and sensitive to the natural and manmade environment and that the project is sensitive to the natural ecological, scenic, cultural and open space resources as the site is already disturbed and surrounded by an urban environment.

52. The Commission finds that the project meets State and County subdivision laws because the Subdivision Map Act and County Code are met.

53. The Commission finds that the project encourages the beautification of the area by exceeding the minimum requirements for landscaping and tree planting.

54. **PUBLIC NOTICE.** The Commission finds that pursuant to sections 22.60.174 and 22.60.175 of the County Code, the community was properly notified of the public hearing by mail, newspaper, and property posting. Additionally, the Project was noticed and case materials were available on Regional Planning's website and the Castaic and Stevenson Ranch libraries. Notices of Public Hearing were mailed to all property owners as identified on the County Assessor's record within a 1,000-foot radius from the project Site, as well as to the courtesy mailing list for the Newhall Zoned District.

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

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

A. That the proposed use with the attached conditions will be consistent with the adopted General Plan and Santa Clarita Valley Area Plan.

B. That the proposed use at the site will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area, will not be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site, and will not jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.

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

D. That the proposed site is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate, and by other public or private service facilities as are required.

THEREFORE, THE REGIONAL PLANNING COMMISSION:

1. Certifies the final Environmental Impact Report associated with Environmental Assessment No. 201300138, along with the required findings of fact, and adopts the Mitigation, Monitoring and Reporting Program and Statement of Overriding Considerations for the project pursuant to state and local CEQA guidelines; and

2. Approves Variance 201300003, subject to the attached conditions.

ACTION DATE: 2/1/2017
Vote: 5-0-0
Yes: Smith, Louie, Shell, Pedersen, Modugno
No:
Absent:

KKS:SDJ
2/1/17

FINDINGS AND ORDER OF THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
PROJECT NO. 98034-(5)
CONDITIONAL USE PERMIT NO. 201300081

1. **HEARING DATES.** The Los Angeles County (County) Regional Planning Commission (Commission) conducted a duly-noticed public hearing on January 11, 2017 and a consent item for approval on February 1, 2017, in the matter of Project No. 98034-(5), consisting of Revised Vesting Tentative Tract Map No. 52584-1, Variance No. 201300003, Conditional Use Permit No. 201300081, and Oak Tree Permit No. 201300023. An EIR Environmental Assessment No. 201300138 is associated with this project.

2. **ENTITLEMENT REQUESTED.** The applicant requests, pursuant to County Code Sections 22.56.205, 22.56.217, 22.24.150 and 22.44.137D.6.c, to authorize:

   a. A density-controlled development in zone A-2-2;
   b. Development within a hillside management area
   c. Grading involving a volume of earth greater than 100,000 cubic yards;
   d. Exempt grading on a significant ridgeline, within the 50-foot restricted area surrounding such ridgeline;
   e. Installation and use of water tanks.

3. **LOCATION.** The project site is located along Hasley Canyon Road near Del Valle Road in the Castaic community.

4. **PROJECT DESCRIPTION.** The Project applicant proposes to develop 497 single-family dwellings and associated supporting infrastructure including local roadways, installation and use of an 850,000-gallon water tank, maintenance and use of an existing 750,000-gallon water tank, a pump station, storm drain maintenance lots, a public park and private recreation and open space lots within a 430.4-acre site. The proposed residential lots would occupy approximately 144.1 acres of the site. The project would require approximately 3,956,920 cubic yards of cut material, 3,956,920 cubic yards of fill material (7,913,840 cubic yards total), with all cut material being used as fill material to balance the site. The remaining improved areas of the site would include 1.71 acres for the water tanks/pump station, 8.07 acres of storm drain maintenance lots, and 53.16 acres of public streets, private and future street lots and private drive and fire lane lots. On-site developed-area drainage would be diverted to filtration ponds prior to discharge into the Santa Clara River.

   The project applicant proposes to widen and improve the segment of Hasley Canyon Road that traverses the southern boundary of the project site in accordance with the approved alignment of the road; the improvements also will be consistent with the County's designation of the roadway as an existing Secondary Highway.

At project buildout of 564 lots, the applicant also proposes the preservation of approximately 93.9 acres of undeveloped, natural area around the outer portions of the site. At project buildout of 564 lots, a total of approximately 223.33 acres of open space, to include the public park, private recreation areas developed as pocket parks, paseos, access to paseos, a private recreation center and areas planted with an orchard and vineyard, is proposed.

5. The applicant requests a revised vesting tentative tract map to create 497 single-family residence lots, one (1) public park lot, 12 private recreation lots, 16 open space lots, 12 public facility lots, 21 private street lots, one (1) water tank lot developed with two water tanks, one (1) booster station lot and three (3) pedestrian access lots (564 total lots) on 430.4 gross acres, pursuant to County Code Section 21.38.010.

6. The related variance request is to authorize development within the crests of significant ridgelines pursuant to County Code Section 22.56.260.

7. The oak tree permit is a related request to authorize the removal of one oak tree as set forth in Section 22.56.990 of the Zoning Code.

8. **TOPOGRAPHY**. The subject property consists of 430.4 acres of undeveloped, partially graded, hilly terrain with moderate to steep variations in slope and consists of three legal lots in an unincorporated section of Los Angeles County known as Castaic Area.

9. **ZONING.** The subject property is zoned A-2-2 (Light Agricultural—Two Acre Minimum Required Lot Area).

10. **LAND USE CLASSIFICATION.** The site is located within H2 (Residential 2 – Urban Residential 1), which allows a maximum density of 2 residential units per 1 acre.

11. **SURROUNDING ZONING.** Surrounding Zoning within a 500-foot radius:

    North: R-1 (Single Family Residence) and R-1-5,000 (Single Family Residence – 5,000 Square Foot Minimum Required Lot Area)
    South: A-2-2 and M-1.5-DP (Restricted Heavy Manufacturing, Development Program)
    East: RPD-5,000-2.8U (Residential Planned Development, 5,000 Square Foot Minimum Required Lot Area, 2.8 Dwelling Units Per Net Acre), O-S (Open Space)
    West: A-2-2

12. **SURROUNDING LAND USES.** Surrounding land uses within a 500-foot radius include:

    North: Single family residences (Hillcrest Park neighborhood) and open space.

South: Hasley Canyon Road, undeveloped land, Industrial uses and open space.
East: Single family residences.
West: Single family residences, undeveloped land

13. **SITE ACCESS.** Hasley Canyon Road provides street frontage and access to the Project site.

14. Internal vehicle circulation is provided via private and future streets and private drives and fire lanes.

15. **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 19, 2016, all departments have cleared the project for public hearing and approval. An excerpt of the Subdivision Committee Report of August 18, 2016 is attached. All County departments named above, as well as the Sheriff's Department and County Library, were also consulted regarding the Draft EIR (DEIR), which was circulated to them from March 15, 2016 to April 29, 2016. The Final EIR (FEIR) responds to all comments received during this period and is included as an appendix to this report.

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    Significant and unavoidable impacts identified in the final EIR after implementation of the required mitigation measures as enforced by the project's MMRP related to air quality, noise and solid waste. Project operations solid waste impacts and emissions levels above Southern California Air Quality Management District (SCAQMD) significant threshold could result. Construction operations may exceed noise thresholds. The Statement of Overriding Considerations notes that implementation of

the project will improve upon the current aesthetics of the partially graded site, and that the project is compatible with surrounding development, provides a transition between urban and rural uses, provides new housing, preserves natural resource areas, will offer common open space and recreational amenities, has sustainable features and will mitigate, to the extent feasible, potential environmental impacts to outweigh the significant unavoidable impacts of the project on the environment.

Project design features and mitigation measures are included in the Mitigation Monitoring and Reporting Program (MMRP) associated with this project.

18. **LEGAL NOTIFICATION AND PUBLIC OUTREACH.** In accordance with Section 15050 of the *State CEQA Guidelines,* and, pursuant to the provisions of Sections 22.60.174 and 22.60.175 of the County Code, the community was appropriately notified by mail, newspaper, property posting, library posting and on the Department of Regional Planning's website of the Hearing Examiner meeting that was conducted on the Draft EIR by a DRP Hearing Examiner. Notices were verified to be posted on the subject property. A Notice of Completion and Notice of Availability (NOC-NOA) of a Draft EIR was posted at the Los Angeles County Clerk's office and the NOC-NOA was sent by mail or delivery service to required agencies, including the State Clearinghouse and other interested parties. The NOC-NOA was also posted on the site and on DRP's website. The formal public review period for the Draft EIR was from March 15, 2016 to April 29, 2016. Comments on the Draft EIR were received during the comment period, and those comments are responded to in this Final EIR.

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29. After a Commission discussion, the Commission certified the project's final EIR and approved the project including retention of proposed Barcelona Road and excluding the opponents requested addition of westerly access to the Lombardi property.

30. **PLAN CONSISTENCY.** The project site is located within H2 (Residential 2 – Urban Residential 1), which allows a maximum density of 2 residential units per 1 acre.

    The site would be allowed a maximum density of 860 dwelling units. The project proposes to integrate into the surrounding area by creating streets and infrastructure to serve the site. Steep topography is proposed to be separated and used as permanent open space. 497 is less than maximum units allowed. Development is concentrated in a clustered area of the site for the avoidance of hazardous conditions and environmental degradation, allowing construction of housing similar to the existing pattern on lot sizes consistent with the CSD requirement and a large preserve of natural open space that buffers neighboring surroundings.

31. The Commission finds that since the project proposes private and future streets and private drives and fire lanes, street frontage waivers are consistent with the project objectives for the project to be developed in compliance with the Zoning Code.

32. **ZONING CODE CONSISTENCY.** The Regional Planning Commission finds that the project would be consistent with the applicable regulations of the Zoning Code. The project site is within Zone A-2-2 (Heavy Agricultural—Two Acre Required Minimum Lot Area) and is subject to the following standards:

- *Minimum Lot Size*
  The Project site is zoned A-2-2, which allows for single -family residential uses on a two-acre minimum lot size unless a density-controlled development CUP is approved allowing greater development density per acre. The project proposes 497 residential units which would be allowed with the conditional approval of the density-controlled CUP which would allow a minimum required area of 37,723 square feet per unit (430.4 acres/497 du) if evenly distributed across the entire site. Because much of the site is located within a Hillside Management area (greater than 25 percent slope), it would be impractical and undesirable to disperse 2-acre residential lots over the entirety of the project site. To achieve the proposed development of 497 residential lots, a CUP for density-controlled development (clustering) under Section 22.56.205 of the County Code is proposed. Under the proposed CUP, 497 single-family residence lots with an average size of 11,850 square feet would be clustered within an approximately 144.1 acres of the site with 223.26 acres preserved as natural open space, manufactured slopes within open space, restoration and mitigation areas within open space, private recreation areas and access thereto, and public park area (51.9 percent of the gross area).

  Section 22.56.205 of the County Code allows specification of standards of development of the zone in which a density-controlled development is proposed. With

the implementation of the CUP for density control, the project would not exceed the total number of residential lots allowed.

- *Hillside Management*
  Section 22.56.217 of the County Code imposes additional requirements for projects within hillside management areas. The Project site is located within a designated urban hillside management area, as it contains slopes of greater than 25% grade. Under the hillside management criteria in effect until 2015, any development that exceeds a certain low-density threshold in a rural hillside management area is required to obtain a Hillside Management CUP (HM-CUP). This threshold is calculated based on slope density, area, and 2012 Santa Clarita Valley Area Plan (SCVAP) land use classification.

  Because the project proposes a total of 497 dwelling units, it exceeds the low-density threshold of 40.10 units and therefore requires a HM-CUP. A minimum of 25% of the net area of all urban HM-CUP projects must be preserved as open space. When counting natural open space, manufactured slopes within open space, restoration and mitigation areas within open space, private recreation areas and access thereto, and public park area, the project proposes to preserve 223.26 acres, which is approximately 53.4 percent of the site's approximate net area of 418.48 acres.

- *Grading*
  Section 22.24.150 of the County Code requires a CUP for any grading project in Zone A-2 that exceeds 100,000 cubic yards of earth moving. The proposed project would require 3,956,920 cubic yards of cut and 3,956,920 cubic yards of fill, including over excavation and shrinkage, balanced on-site, for a total grading volume of 7,913,840 cubic yards. As a result, a CUP for grading is required. This CUP has been applied for and will be considered under a separate approval.

- *Oak Tree Removal*
  The removal or encroachment upon the protected zone of one oak tree for any development other than one single-family residence requires an oak tree permit, pursuant to Section 22.56.2060 of the County Code. The applicant is proposing to remove one oak tree in the south area of the project site. As required, the applicant has submitted an oak tree report by a certified arborist. This oak tree permit has been applied for and will be considered under a separate approval.

33. **LAND USE COMPATIBILITY.** The Regional Planning Commission finds that the project would be consistent with applicable policies of the SCVAP 2012 in that it would not exceed population projections and would be consistent with the Plan's land use designation.

    The proposed project would be consistent with Plan policies to take into consideration the sensitivities of natural environmental systems, hazards, infrastructure service capacities, aesthetics, and other constraints. The development of 497 units on the site is less than the maximum density of 860 units and 51.8% of the site's gross area

is proposed to be natural open space, manufactured slopes within open space, restoration and mitigation areas within open space, private recreation areas and access thereto, and public park area.

34. The Commission finds that night lighting of the private recreation common areas should comply with the additional standards for outdoor recreational activity areas of the Rural Outdoor Lighting District Ordinance contained within the County Code and be controlled by motion sensor and light sensor lighting, and guidelines for minimization of light trespass unless around swimming pools and/or water features for safety.

35. **PHYSICAL SITE SUITABILITY.** The Regional Planning Commission finds that the site is physically suitable for the type of development being proposed. The density-controlled project design provides natural buffer zones along the project boundaries. Native vegetation is proposed to be preserved since focused activity is centered on the site and avoidance of the majority of the significant ridgeline on the site allows preservation of unique land features.

    The project would provide housing in an existing urbanized area with nearby services and employment opportunities in the area. Also, the proposed design, scale, average lot size, and development pattern of the proposed single-family residential uses are consistent with the single-family residence neighborhoods surrounding the site. The clustered design of the Project allows for the development of similar houses on smaller lots.

    The proposed project would constitute creative design and complimentary visual quality.

36. The Regional Planning Commission finds that the project will comply with all Low Impact Development (LID) requirements and that off-site drainage improvements (off-site improvements) may be constructed downstream of the project in connection with a separate development project commonly known as Valencia Commerce Center. Completion of the off-site improvements would eliminate the need for on-site hydromodification improvements (on-site improvements) for this project. If and when such off-site improvements are constructed, the portion of the project site depicted as retention basin lot 485 and lot 512 which includes a water quality basin as the on-site improvements are proposed to be developed with single-family residence lots, open space, private recreation and a private drive depicted as lots 485-497 and 512. The project EIR analyzes the impacts of both on -site improvements and the proposed residential, open space and private recreation uses once the off-site improvements are constructed. The Commission finds that development of the project site as depicted on the phasing map of the revised vesting tentative map is not authorized until the off-site improvements have been constructed to the satisfaction of the County Department of Public Works (DPW) and an alternate hydrology study for the project is submitted and approved by DPW.

37. The Commission finds that the project applicant would be required to monitor peak hour traffic volumes at the site access intersection with Hasley Canyon Road to determine if traffic volumes will trigger the need for the installation of a traffic signal to mitigate adverse impacts to Hasley Canyon Road.

    The Commission finds that the project meets State and County subdivision laws because the Subdivision Map Act and County Code are met.

38. **COMPATIBLITY WITH SURROUNDINGS.** The Commission finds that the requested use at the location will not adversely affect the health, peace, comfort, or welfare or persons residing or working in the surrounding area; be detrimental to the use, enjoyment, or valuation of property of other persons located in the vicinity of the site, or jeopardize, endanger, or otherwise constitute a menace to the public health, safety, or general welfare. At project buildout of 564 lots, approximately 223.33 acres of the site would be permanently preserved as natural open space, manufactured slopes within open space, restoration and mitigation areas within open space, private recreation areas and access thereto, and public park area (53.4 percent of the net area). Project design provides natural buffer zones along the project boundaries, adjacent to existing open space resources. Natural resources, including oaks and the remaining significant ridgeline, are located outside of the development footprint and would not be affected by the project design.

39. **DEVELOPMENT STANDARDS.** The Commission finds that the proposed site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features prescribed in Title 21 (Subdivision Code) and Title 22 (Zoning Code), or as is otherwise required in order to integrate said use with the uses in the surrounding area. The project would substantially comply with the development standards of the Zoning Code because the proposed lots are of adequate size for new residents to observe zone R-1 required yards and setbacks.

40. **ADEQUATE STREETS.** The Commission finds that the proposed site is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate and by other public or private service facilities as are required. The site would be served by Hasley Canyon Road. Hasley Canyon Road also provides access to the Interstate 5 freeway.

41. **SAFETY OF RESIDENTS.** The Commission finds that the proposed project is located and designed so as to protect the safety of current and future residents, and will not create significant threats to life and/or property due to the presence of geologic, seismic, slope instability, fire, flood, mud flow or erosion hazard. Site design, fire hydrant-sizing and placement, access, and the generally low potential to use or store hazardous materials on-site would reduce potential fire hazards to acceptable levels.

42. **NATURAL RESOURCES COMPATIBILITY.** The Commission finds that the proposed project is compatible with the natural biotic, cultural, scenic, and open space resources of the area. The density-controlled project design provides natural buffer zones along the project boundaries.

43. **ADEQUATE COMMUNITY SERVICES.** The Commission finds that the proposed project is conveniently served by neighborhood shopping and commercial facilities, can be provided with essential public services without imposing undue costs on the total community, and is consistent with objectives and policies of 2012 SCVAP and the General Plan. Development would be located adjacent to existing infrastructure and utility systems along Hasley Canyon Road. In addition, the Project would provide housing in an existing urbanized area with nearby services and employment opportunities.

44. **CREATIVE DESIGN.** The Commission finds that the proposed project development demonstrates creative and imaginative design resulting in a visual quality that will complement community character and benefit current and future residents. The proposed design, scale, average lot size, and development pattern of the proposed single-family residential uses are consistent with the single-family residence developments around the site. The clustered-like design of the Project allows for the development of similar houses on smaller lots, with a much larger preserve of natural open space than that of neighboring developments.

45. **PUBLIC NOTICE.** The Commission finds that pursuant to sections 22.60.174 and 22.60.175 of the County Code, the community was properly notified of the public hearing by mail, newspaper, and property posting. Additionally, case materials were available on Regional Planning's website and the Castaic and Stevenson Ranch libraries.

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

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

A. That the proposed use with the attached conditions will be consistent with the adopted 2012 SCVAP and General Plan.

B. That the proposed use at the site will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area, will not be materially detrimental to the use, enjoyment or valuation of property of other persons

located in the vicinity of the site, and will not jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.

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

D. That the proposed site is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate, and by other public or private service facilities as are required.

E. That the proposed project is located and designed so as to protect the safety of current and future residents, and will not create significant threats to life and/or property due to the presence of geologic, seismic, slope instability, fire, flood, mud flow or erosion hazard.

F. That the proposed project is compatible with the natural biotic, cultural, scenic, and open space resources of the area.

G. That the proposed project is conveniently served by neighborhood shopping and commercial facilities, can be provided with essential public services without imposing undue costs on the total community, and is consistent with objectives and policies of the 2012 SCVAP and the General Plan.

H. The proposed project development demonstrates creative and imaginative design resulting in a visual quality that will complement community character and benefit current and future residents.

THEREFORE, THE REGIONAL PLANNING COMMISSION:

1. Certifies the final Environmental Impact Report associated with Environmental Assessment No. 201300138, along with the required findings of fact, and adopts the Mitigation, Monitoring and Reporting Program and Statement of Overriding Considerations for the Project pursuant to state and local CEQA guidelines; and

2. Approves Conditional Use Permit No. 201300081, subject to the attached conditions.

ACTION DATE: 2/1/2017
Vote: 5-0-0
Yes: Smith, Louie, Shell, Pedersen, Modugno
No:
Absent:

KKS:SDJ
2/1/17

FINDINGS AND ORDER OF THE REGIONAL PLANNING COMMISSION
COUNTY OF LOS ANGELES
PROJECT NO. 98034-(5)
OAK TREE PERMIT NO. 201300023

1. **HEARING DATES.** The Los Angeles County (County) Regional Planning Commission (Commission) conducted a duly-noticed public hearing on January 11, 2017 and a consent item for approval on February 1, 2017, in the matter of Project No. 98034-(5), consisting of Revised Vesting Tentative Tract Map No. 52584-1, Variance No. 201300003, Conditional Use Permit No. 201300081, and Oak Tree Permit No. 201300023. An EIR Environmental Assessment No. 201300138 is associated with this project.

2. **ENTITLEMENT REQUESTED.** An oak tree permit is requested to authorize the removal of one oak tree as set forth in Section 22.56.990 of the Zoning Code.

3. **LOCATION.** The project site is located along Hasley Canyon Road near Del Valle Road in the Castaic community.

4. **PROJECT DESCRIPTION.** The Project applicant proposes to develop 497 single-family dwellings and associated supporting infrastructure including local roadways, installation and use of an 850,000-gallon water tank, maintenance and use of an existing 750,000-gallon water tank, a pump station, storm drain maintenance lots, a public park and private recreation and open space lots within a 430.4-acre site. The proposed residential lots would occupy approximately 144.1 acres of the site. The project would require approximately 3,956,920 cubic yards of cut material, 3,956,920 cubic yards of fill material (7,913,840 cubic yards total), with all cut material being used as fill material to balance the site. The remaining improved areas of the site would include 1.71 acres for the water tanks/pump station, 8.07 acres of storm drain maintenance lots, and 53.16 acres of public streets, private and future street lots and private drive and fire lane lots. On-site developed-area drainage would be diverted to filtration ponds prior to discharge into the Santa Clara River.

   The project applicant proposes to widen and improve the segment of Hasley Canyon Road that traverses the southern boundary of the project site in accordance with the approved alignment of the road; the improvements also will be consistent with the County's designation of the roadway as an existing Secondary Highway.

   At project buildout of 564 lots, the applicant also proposes the preservation of approximately 93.9 acres of undeveloped, natural area around the outer portions of the site. At project buildout of 564 lots, a total of approximately 223.33 acres of open space, to include the public park, private recreation areas developed as pocket parks, paseos, access to paseos, a private recreation center and areas planted with an orchard and vineyard, is proposed.

5. The applicant requests a revised vesting tentative tract map to create 497 single-family residence lots, one (1) public park lot, 12 private recreation lots, 16 open space lots, 12 public facility lots, 21 private street lots, one (1) water tank lot developed with two water tanks, one (1) booster station lot and three (3) pedestrian access lots (564 total lots) on 430.4 gross acres, pursuant to County Code Section 21.38.010.

6. The related variance request is to authorize development within the crests of significant ridgelines pursuant to County Code Section 22.56.260.

7. Pursuant to County Code Sections 22.56.205, 22.56.217, 22.24.150 and 22.44.137D.6.c, a conditional use permit is required to authorize:

   a. A density-controlled development in zone A-2-2;
   b. Development within a hillside management area
   c. Grading involving a volume of earth greater than 100,000 cubic yards;
   d. Exempt grading on a significant ridgeline, within the 50-foot restricted area surrounding such ridgeline;
   e. Installation and use of water tanks.

8. **TOPOGRAPHY**. The subject property consists of 430.4 acres of undeveloped, partially graded, hilly terrain with moderate to steep variations in slope and consists of three legal lots in an unincorporated section of Los Angeles County known as Castaic.

9. **ZONING.** The subject property is zoned A-2-2 (Light Agricultural—Two Acre Minimum Required Lot Area).

10. **LAND USE CLASSIFICATION.** The site is located within H2 (Residential 2 – Urban Residential 1), which allows a maximum density of 2 residential units per 1 acre.

11. **SURROUNDING ZONING.** Surrounding Zoning within a 500-foot radius:

    North: R-1 (Single Family Residence) and R-1-5,000 (Single Family Residence – 5,000 Square Foot Minimum Required Lot Area)
    South: A-2-2 and M-1.5-DP (Restricted Heavy Manufacturing, Development Program)
    East: RPD-5,000-2.8U (Residential Planned Development, 5,000 Square Foot Minimum Required Lot Area, 2.8 Dwelling Units Per Net Acre), O-S (Open Space)
    West: A-2-2

12. **SURROUNDING LAND USES.** Surrounding land uses within a 500-foot radius include:

North: Single family residences (Hillcrest Park neighborhood) and open space.
South: Hasley Canyon Road, undeveloped land, Industrial uses and open space.
East: Single family residences.
West: Single family residences, undeveloped land

13. **SITE ACCESS.** Hasley Canyon Road provides street frontage and access to the Project site.

14. **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 19, 2016, all departments have cleared the project for public hearing and approval. An excerpt of the Subdivision Committee Report of August 18, 2016 is attached. All County departments named above, as well as the Sheriff's Department and County Library, were also consulted regarding the Draft EIR (DEIR), which was circulated to them from March 15, 2016 to April 29, 2016. The Final EIR (FEIR) responds to all comments received during this period and is included as an appendix to this report.

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25. The Commission discussed the open space and recirculation concerns and, after directing staff to work with the applicant on revising open space conditions, closed the public hearing.

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28. After a Commission discussion, the Commission certified the project's final EIR and approved the project including retention of proposed Barcelona Road and excluding the opponent's requested addition of westerly access to the Lombardi property.

29. **PLAN CONSISTENCY.** The removal of a single oak tree for construction of a residential subdivision while observing the protected zones of other oak trees is consistent with the goals and policies of the Santa Clarita Valley Area Plan (SCVAP) adopted November, 2012.

30. **ZONING CODE CONSISTENCY.** The Commission finds that the Project would be consistent with the applicable Zoning Code regulations. The project site is within the A-2-2 Zone (Heavy Agricultural—Two Acre Required Minimum lot area), and removal of an oak tree is allowed in this zone upon issuance of an oak tree permit.

    The removal or encroachment upon the protected zone of one oak tree for any development other than one single-family residence requires an oak tree permit, pursuant to Section 22.56.2060 of the County Code. The applicant is proposing to remove one oak tree in the south area of the project site. As required, the applicant has submitted an oak tree report by a certified arborist. This Oak Tree Permit has been applied for and the Forestry Division of the Fire Department was consulted on the suitability of the request requiring the provision of mitigation trees of the Oak genus at a rate of two to one (2:1) for each tree proposed to be removed for a total of two (2) mitigation trees.

31. **LAND USE COMPATIBILITY.** The Commission finds that the Project would be consistent with applicable policies of the SCVAP in that it would not exceed population projections and would be consistent with the Plan's land use designation of H2. The removal of a single oak tree for implementation of a residential subdivision is consistent with the goals and policies of the SCVAP.

32. **ON-SITE OAK TREES**. The Commission finds that the proposed use will be accomplished without endangering the health of the remaining oak trees on the project site. No other oak trees are proposed to be disturbed by this authorization.

33. **SOIL EROSION.** The Commission finds that the removal of the oak tree will not result in soil erosion through the diversion of increased flow of surface waters which cannot be satisfactorily mitigated. The site is proposed to be graded and resurfaced to the satisfaction of the Department of Public Works.

34. **NECESSITY OF OAK TREE REMOVAL.** That the removal of the oak tree is necessary as its continued existence at the present location frustrates the planned improvement or proposed use of the subject property to such an extent that placement of such tree precludes the reasonable and efficient use of such property for a use otherwise permitted. Access to single-family residences, public and private recreation and open space is permitted on the project site, and the existing oak tree

remains on the portion of the lot most suitable for the project entrance from Hasley Canyon Road.

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

A. That the proposed construction or use will be accomplished without endangering the health of the remaining trees subject to Part 16 of Chapter 22.56, if any, on the subject property.

B. That the removal or relocation of the oak tree(s) proposed will not result in soil erosion through the diversion or increased flow of surface waters which cannot be satisfactorily mitigated.

C. That the removal of oak tree(s) proposed is necessary as continued existence at present location(s) frustrates the planned improvement or proposed use of the subject property to such an extent that:
   a. Environmental and financial costs of alternate development plans would be prohibitive, and
   b. Placement of such trees proposed for removal precludes the reasonable and efficient use of such property for a use otherwise authorized.

THEREFORE, THE REGIONAL PLANNING COMMISSION:

1. Certifies the final Environmental Impact Report associated with Environmental Assessment No. 201300138, along with the required findings of fact, and adopts the Mitigation, Monitoring and Reporting Program and Statement of Overriding Considerations for the Project pursuant to state and local CEQA guidelines; and

2. Approves Oak Tree Permit No. 201300023, subject to the attached conditions.

ACTION DATE: 2/1/2017
Vote: 5-0-0
Yes: Smith, Louie, Shell, Pedersen, Modugno
No:
Absent:

KKS:SDJ
2/1/17

CONDITIONS OF APPROVAL
COUNTY OF LOS ANGELES
PROJECT NO. 98034-(5)
REVISED VESTING TENTATIVE TRACT MAP NO. 52584-1

PROJECT DESCRIPTION

The project is a revised vesting tentative tract map request to create 497 single-family residence lots, one (1) public park lot, 12 private recreation lots, 16 open space lots, 12 public facility lots, 21 private street lots, one (1) water tank lot developed with two water tanks, one (1) booster station lot and three (3) pedestrian access lots (564 total lots) on 430.4 gross acres. The project is subject to the following conditions of approval:

GENERAL CONDITIONS

1. Unless otherwise apparent from the context, the term "permittee" shall include the applicant, owner of the property, and any other person, corporation, or other entity making use of this grant.

2. This grant shall not be effective for any purpose until the permittee, and the owner of the subject property if other than the permittee, have filed at the office of the Los Angeles County (County) Department of Regional Planning (Regional Planning) their affidavit stating that they are aware of and agree to accept all of the conditions of this grant, and until all required monies have been paid pursuant to Condition Nos. 10 and 12. Notwithstanding the foregoing, this Condition No. 2 and Condition Nos. 4, 5, 7, 10, 12, and 13 shall be effective immediately upon the date of final approval of this grant by the County.

3. Unless otherwise apparent from the context, the term "date of final approval" shall mean the date the County's action becomes effective pursuant to Section 22.60.260 of the County Code.

4. The permittee shall defend, indemnify, and hold harmless the County, its agents, officers, and employees from any claim, action, or proceeding against the County or its agents, officers, or employees to attack, set aside, void, or annul this permit approval, which action is brought within the applicable time period of Government Code Section 65009 or any other applicable limitations period. The County shall promptly notify the permittee of any claim, action, or proceeding and the County shall reasonably cooperate in the defense. If the County fails to promptly notify the permittee of any claim, action, or proceeding, or if the County fails to cooperate reasonably in the defense, the permittee shall not thereafter be responsible to defend, indemnify, or hold harmless the County.

5. In the event that any claim, action, or proceeding as described above is filed against the County, the permittee shall within ten days of the filing make an initial deposit with Regional Planning in the amount of up to $5,000.00, from which actual costs and expenses shall be billed and deducted for the purpose of defraying the costs or expenses involved in Regional Planning's cooperation in the defense, including but

not limited to, depositions, testimony, and other assistance provided to permittee or permittee's counsel.

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

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

6. If any material provision of this grant is held or declared to be invalid by a court of competent jurisdiction, the permit shall be void and the privileges granted hereunder shall lapse.

7. In the event that Revised Vesting Tentative Tract Map 52584-1 should expire without the recordation of a final map, this grant shall terminate upon expiration of the revised vesting tentative map. Entitlement to the use of the property thereafter shall be subject to the regulations then in effect.

8. The subject property shall be maintained and operated in full compliance with the conditions of this grant and any law, statute, ordinance, or other regulation applicable to any development or activity on the subject property. Failure of the permittee to cease any development or activity not in full compliance shall be a violation of these conditions.

9. Prior to the issuance of any project building permit(s), the permittee shall remit all applicable library facilities mitigation fees to the County Librarian, pursuant to Chapter 22.72 of the County Code. The permittee shall pay the fees in effect at the time of payment, pursuant to Section 22.72.030. Questions regarding fee payment can be directed to the County Librarian at (562) 940-8430. The permittee shall provide proof of payment upon request from Regional Planning.

10. Within five (5) working days from the end of the appeal period **[February 20, 2017]**, the permittee shall remit processing fees at the Office of the Registrar-Recorder/County Clerk, payable to the County of Los Angeles, in connection with the filing and posting of a Notice of Determination (NOD) for this project and its entitlements in compliance with Section 21152 of the Public Resources Code. Unless a Certificate of Exemption is issued by the California Department of Fish and Wildlife pursuant to Section 711.4 of the California Fish and Wildlife Code, the permittee shall pay the fees in effect at the time of the filing of the NOD, as provided for in Section 711.4 of the Fish and Game Code, currently **$3,153.25** ($3,078.25 for an Environmental Impact Report plus $75.00 processing fee.) No land use project subject to this requirement is final, vested or operative until the fee is paid.

11. The permittee shall comply with all mitigation measures identified in the Mitigation, Monitoring and Reporting Program (MMRP), which are incorporated by this reference as if set forth fully herein.

12. The permittee shall deposit an initial sum of $6,000.00 with Regional Planning within thirty (30) days of the date of final approval of this grant in order to defray the cost of reviewing and verifying the information contained in the reports required by the MMRP. The permittee shall replenish the mitigation monitoring account if necessary until all mitigation measures have been implemented and completed.

13. Notice is hereby given that any person violating a provision of this grant is guilty of a misdemeanor. Notice is further given that the Regional Planning Commission (Commission) or a Hearing Officer may, after conducting a public hearing, revoke or modify this grant, if the Commission or Hearing Officer finds that these conditions have been violated or that this grant has been exercised so as to be detrimental to the public's health or safety or so as to be a nuisance, or as otherwise authorized pursuant to Chapter 22.56, Part 13 of the County Code.

14. All development pursuant to this grant must be kept in full compliance with the County Fire Code to the satisfaction of said department.

15. All development pursuant to this grant shall conform with the requirements of the County Department of Public Works (Public Works) to the satisfaction of said department.

16. All development pursuant to this grant shall comply with the requirements of Title 22 of the County Code and of the specific zoning of the subject property, unless specifically modified by this grant, as set forth in these conditions.

17. The permittee shall maintain the subject property in a neat and orderly fashion. The permittee shall maintain free of litter all areas of the premises over which the permittee has control.

18. All structures, walls and fences open to public view shall remain free of graffiti or other extraneous markings, drawings, or signage that was not approved by Regional Planning. These shall include any of the above that do not directly relate to the business being operated on the premises or that do not provide pertinent information about said premises. The only exceptions shall be seasonal decorations or signage provided under the auspices of a civic or non-profit organization.

    In the event of graffiti or other extraneous markings occurring, the permittee shall remove or cover said markings, drawings, or signage within 24 hours of such occurrence, weather permitting. Paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces.

REVISED VESTING TENTATIVE TRACT MAP SPECIFIC CONDITIONS

The approval grants the creation of 497 single-family residence lots, one (1) public park lot, 12 private recreation lots, 16 open space lots, 12 public facility lots, 21 private street lots, one (1) water tank lot for the installation and use of an 850,000 gallon water tank and the continued maintenance and use of a 750,000 gallon water tank, both for the storage and distribution of water , one (1) booster station lot and three (3) pedestrian access lots (564 total lots) on 430.4 gross acres as depicted on the revised vesting tentative tract map dated July 19, 2016.

19. Unless otherwise apparent from the context, the term "subdivider" shall include the applicant or any successor in interest, and any other person, corporation, or other entity making use of this grant.

20. Except as expressly modified herein, this approval is subject to all recommended conditions listed in the attached portion of the Subdivision Committee Report dated August 18, 2016, consisting of letters and reports from the Departments of Public Works, Fire, Parks and Recreation, and Public Health.

21. The project site shall be developed and maintained in substantial compliance with the approved revised vesting tentative map dated July 19, 2016.

22. If changes to the revised vesting tentative map are required as a result of instruction given at the public hearing, **five (5) copies** of a revisions to the revised vesting tentative map shall be submitted to Regional Planning by **May 3, 2017**.

23. The subdivider shall provide at least 50 feet of street or private drive and fire lane frontage for each lot as depicted on the revised vesting tentative map dated July 19, 2016.

24. A request for a waiver of public street frontage for lot nos. 1-165, 168-189, 192-205, 227-266, 362-412 and 433-497 is authorized.

25. The subdivider shall construct or bond with Public Works for the private and future streets and private driveway/fire lane paving design and widths as depicted on the approved map dated July 19, 2016.

26. A Homeowner's Association (HOA) shall be formed for the project.

27. Prior to issuance of any project building permit(s), the subdivider shall establish the HOA.

28. Covenants, Conditions, and Restrictions (CC&Rs) shall be continuously maintained to own and permanently maintain irrigated, landscaped or otherwise improved private recreation common areas depicted as lot nos. 512-523 and 534-542. In areas with engineered slopes, said CC&Rs shall provide slope planting and an irrigation system in accordance with the Grading Ordinance. Prior to final map approval, the subdivider shall submit a draft copy of the project CC&Rs, including maintenance reserves, and

any other covenants, or maintenance agreements entered into with respect to the project, to Regional Planning for review and approval.

29. A copy of these project conditions of approval shall be attached and included as conditions in the CC&Rs and the CC&Rs shall prohibit any such condition from being amended in any way, or eliminated, with regard to language in the CC&Rs, without prior approval from the Director.

30. CC&Rs shall specify that all night lighting in private recreation areas including the clubhouse and accessory uses (i.e., outdoor kitchen, community garden, agricultural uses, etc.) that would be lighted beyond their active use times where such lighting is consistent with Code requirements shall be controlled by motion sensor and light sensor lighting.

31. At project buildout of 564 lots, total project open space depicted as natural open space, manufactured slopes within open space, restoration and mitigation areas within open space, private recreation areas and access thereto, and public park area on the approved revised vesting tentative map and open space exhibit dated October 30, 2015, shall comprise approximately 53.4 percent (223.33 acres) of the 418.48 net project area and shall be contained entirely within separate dedicated open space lots, identified as lot nos. 511-542 on the approved revised vesting tentative map and depicted on the open space exhibit dated October 30, 2015.

    This acreage/percentage requirement is subject to modification to reflect site conditions and, due to potential for site condition modifications at final map, substantial conformity with the total acreage/percentage of open space is required.

32. On the final map, the subdivider or successor in interest shall dedicate to the County of Los Angeles the right to restrict development within lot nos. 524-539 and shall record "Open Space-Development Restriction Area" over said lots.

33. Portions of lot nos. 524-533 as depicted in the open space exhibit dated October 30, 2015 in the total sum of 93.9 acres shall remain undeveloped, natural area around the outer portions of the site and shall be contained entirely within separate dedicated open space lots.

34. CC&Rs shall also indicate the means of maintenance for the project private recreation and pedestrian access within lot nos. 512-523 and 534-542.

35. Prior to issuance of any project building permits, the permittee shall transfer ownership of undeveloped, natural area around the outer portions of the project site of lot nos. 524-533 as depicted on the open space exhibit dated October 30, 2015 to a public agency or non-profit conservation organization, to the satisfaction of the Director, for perpetual maintenance of those portions of the open space and shall dedicate to the County of Los Angeles the right to restrict any and all development on said lots. The final executed agreement shall include a reasonable endowment for maintenance as

agreed upon by the public agency or non-profit conservation organization and permittee, and must be to the satisfaction of the Director.

36. If the permittee can show that within one year from making an offer to no less than three public agencies and/or non-profit conservation organizations, including the Los Angeles County Parks and Recreation Department and the City of Santa Clarita, that no public agency will receive the undeveloped natural area around the outer portions of the project site of lot nos. 524-533 as depicted on the open space exhibit dated October 30, 2015, to the satisfaction of the Director, the open space shall be owned and maintained by the project HOA, and the CC&Rs shall include a reasonable reserve for this purpose to the satisfaction of the Director.

    If a public agency or non-profit conservation organization will accept conveyance of a portion of the undeveloped natural area around the outer portions of the project site of lot nos. 524-533 as depicted on the open space exhibit dated October 30, 2015, nothing in this condition shall restrict or prohibit the conveyance of a portion of such property to a public agency or non-profit conservation organization and retention of the remainder of the open space by the HOA.

37. Permission is granted to record additional open space lots to the satisfaction of the Director.

38. Prior to final map approval, the permittee shall provide a draft open space and manufactured slopes and plantings maintenance agreement to be maintained by the permittee for inclusion into the CC&Rs to the Director for review and approval. The final draft agreement proposed to be executed shall include establishment of HOA reserves for maintenance and must be to the satisfaction of the Director.

39. As required by section 21.32.195 of the County Code, the subdivider shall plant or cause to be planted at least two (2) trees of non-invasive species within the front yard of each residential lot, and this specification shall be noted on a landscape plan which shall be approved by the Director prior to final map approval. The subdivider shall post a bond with Public Works ensuring future on-site tree planting.

40. Prior to final map, the permittee shall submit to the Director for review and approval three (3) copies of a landscape plan. The landscape plan shall show size, type, and location of all plants, trees, and watering facilities. A minimum of two (2) non-invasive trees shall be planted in the front yard of each residential lot. All landscaping shall be maintained in a neat, clean, and healthful condition, including proper pruning, weeding, removal of litter, fertilizing and replacement of plants when necessary. To the maximum extent feasible, drip irrigation systems shall be employed.

    In addition to the review and approval by the Director, the landscaping plans will be reviewed by the staff biologist of the Department of Regional Planning. Their review will include an evaluation of the balance of structural diversity (e.g. trees, shrubs, and groundcover) that may be expected 18 months after planting in compliance with fire

safety requirements. The landscape shall be maintained in compliance with the approved landscaping plans.

The landscaping plan shall indicate that at least 50% of the area covered by landscaping shall be native vegetation. The landscaping shall include trees, shrubs and/or ground cover at a mixture and density determined by staff and the fire department. Fire retardant plants shall be given first consideration.

41. This land division is approved as a density-controlled development in an urban hillside management area, in which the areas of the proposed lots may be averaged to collectively conform to the minimum lot area determined applicable, 37,723 square feet, as shown on the approved revised vesting tentative map. If multiple final maps are recorded, the average area of all lots shown on each final unit map combined with all previously recorded final unit maps shall comply with the determined minimum lot area as applicable.

42. Permission is granted to record multiple final maps. The boundaries of the final unit maps shall be to the satisfaction of the Los Angeles County Subdivision Committee (Subdivision Committee). Each final unit map to record shall comply on its own, or in combination with previously recorded final unit maps, with the open space and average lot area requirements of the applicable General Plan, Zoning Ordinance and CUP No. 201300081. Prior to approval of each final unit map, the subdivider shall submit the following:

    a. A phasing map indicating the boundaries of the current final map, the boundaries and status of all previously filed final unit maps and the expected boundaries and phasing of all future final unit maps; and

    b. A summary sheet indicating the number and type of all lots shown, including open space breakdown by phase, acreage, type and percentage, on the current and previous final maps.

43. Certain off-site drainage improvements (Off-Site Improvements) may be constructed downstream of the project in connection with a separate development project commonly known as Valencia Commerce Center. Completion of the Off-Site Improvements would eliminate the need for on-site hydromodification improvements (On-Site Improvements) for this Project. If and when off-site improvements are constructed to the satisfaction of Public Works, and an alternate hydrology study for the project is submitted and approved by public works, the portion of the project site depicted as retention basin lot 485 and lot 512, which includes a water quality basin, as the on-site improvements are authorized to be developed with single-family residence lots, open space, private recreation and a private drive depicted as lots 484-497 and lot 512 on the approved revised vesting tentative tract map, if the approved revised vesting tentative tract map has not expired.

44. Subdivider shall record a covenant and agreement on lot nos. 485 and 512 that are required to be developed with on-site improvements. The covenant shall require that

the project site be maintained as depicted on the approved revised vesting tentative map until such time as Public Works approves a hydrology study concurring with the removal of the on-site improvements on said lots. The covenant shall be approved by the Director prior to recordation of the final map.

45. If the revised vesting tentative map remains un-expired, the subdivider may initiate a release from the terms of covenant and agreement for development of the on-site improvements on lot nos. 485 and 512 with approval by Regional Planning to remove the document from title upon the Public Works' approval of a hydrology study supporting the removal of the on-site improvements on lot nos. 485 and 512.

46. Upon completion of off-site improvements to the satisfaction of Public Works, subdivider may remove the on-site improvements developed on lot nos. 485 and 512 and either restore the property to open space or develop it in accordance with the approved revised vesting tentative tract map and any amendments or revisions thereto.

47. Prior to the issuance of a building permit for the 400th residential unit, the subdivider shall develop lot nos. 485 and 512 in accordance with the phase 5 of the revised vesting tentative map and shall plant or cause to plant such development depicted as the open space area and recreation area on the approved Exhibit "A" dated July 19, 2016 or a revised Exhibit "A" approved by the Director, or bond with Public Works for the open space area and recreation area as depicted on the approved Exhibit "A" dated July 19, 2016 or a revised Exhibit "A" approved by the Director.

48. The limits of mitigation area grading depicted on the approved revised vesting tentative map may be determined by the California Fish and Wildlife, Army Corps of Engineering and the Regional Water Quality Control Board (regulatory agencies). All on-site mitigation and restoration shall be precisely detailed in the final engineering stage and final landscape, geology and grading plans and shall meet all design requirements of the regulatory agencies and Public Works and shall be approved by Regional Planning and Public Works. Mitigation for impacts to jurisdictional waters may also be performed off-site or by purchase of mitigation credits.

49. Final engineering design shall be completed to the satisfaction of the regulatory agencies, Public Works and Regional Planning and the subdivider shall post a bond with Public Works, or submit other verification to the satisfaction of Regional Planning to ensure mitigation area work is done prior to recording of the first phased final map.

50. Grading shall not occur prior to final map recordation, unless otherwise approved by the Director of the Department of Regional Planning. Details and limits of the proposed westerly drainage mitigation shown on the tentative map are conceptual.

Attachments:
Subdivision Committee Report (Revised Vesting Tentative Tract Map dated 07-19-16)

KKS:SDJ

2/1/17

CONDITIONS OF APPROVAL
COUNTY OF LOS ANGELES
PROJECT NO. 98034-(5)
VARIANCE NO. 201300003

PROJECT DESCRIPTION

The project is a variance to authorize grading and development of a roadway within the crests of significant ridgelines for access to single-family residence lots and open space areas subject to the following conditions of approval:

GENERAL CONDITIONS

1. Unless otherwise apparent from the context, the term "permittee" shall include the applicant, owner of the property, and any other person, corporation, or other entity making use of this grant.

2. This grant shall not be effective for any purpose until the permittee, and the owner of the subject property if other than the permittee, have filed at the office of the Los Angeles County (County) Department of Regional Planning (Regional Planning) their affidavit stating that they are aware of and agree to accept all of the conditions of this grant, and that the conditions of the grant have been recorded as required by Condition No. 7. Notwithstanding the foregoing, this Condition No. 2 and Condition Nos. 4, 5, and 9 shall be effective immediately upon the date of final approval of this grant by the County.

3. Unless otherwise apparent from the context, the term "date of final approval" shall mean the date the County's action becomes effective pursuant to Section 22.60.260 of the County Code.

4. The permittee shall defend, indemnify, and hold harmless the County, its agents, officers, and employees from any claim, action, or proceeding against the County or its agents, officers, or employees to attack, set aside, void, or annul this permit approval, which action is brought within the applicable time period of Government Code Section 65009 or any other applicable limitations period. The County shall promptly notify the permittee of any claim, action, or proceeding and the County shall reasonably cooperate in the defense. If the County fails to promptly notify the permittee of any claim, action, or proceeding, or if the County fails to cooperate reasonably in the defense, the permittee shall not thereafter be responsible to defend, indemnify, or hold harmless the County.

5. In the event that any claim, action, or proceeding as described above is filed against the County, the permittee shall within ten days of the filing make an initial deposit with Regional Planning in the amount of up to $5,000.00, from which actual costs and expenses shall be billed and deducted for the purpose of defraying the costs or expenses involved in Regional Planning's cooperation in the defense, including but not limited to, depositions, testimony, and other assistance provided to permittee or permittee's counsel.

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

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

6. If any material provision of this grant is held or declared to be invalid by a court of competent jurisdiction, the permit shall be void and the privileges granted hereunder shall lapse.

7. Prior to the use of this grant, the permittee, or the owner of the subject property if other than the permittee, shall **record the terms and conditions** of the grant in the office of the County Registrar-Recorder/County Clerk (Recorder). In addition, upon any transfer or lease of the property during the term of this grant, the permittee, or the owner of the subject property if other than the permittee, shall promptly provide a copy of the grant and its conditions to the transferee or lessee of the subject property.

8. In the event that Revised Vesting Tentative Tract Map No. 52584-1 should expire without the recordation of a final map, this grant shall terminate upon the expiration of the tentative map. Entitlement to the use of the property thereafter shall be subject to the regulations then in effect.

9. Unless otherwise apparent from the context, the term "permittee" shall include the applicant or any successor in interest, and any other person, corporation, or other entity making use of this grant.

10. Notice is hereby given that any person violating a provision of this grant is guilty of a misdemeanor. Notice is further given that the Regional Planning Commission (Commission) or a Hearing Officer may, after conducting a public hearing, revoke or modify this grant, if the Commission or Hearing Officer finds that these conditions have been violated or that this grant has been exercised so as to be detrimental to the public's health or safety or so as to be a nuisance, or as otherwise authorized pursuant to Chapter 22.56, Part 13 of the County Code.

11. All development pursuant to this grant must be kept in full compliance with the County Fire Code to the satisfaction of said department.

12. All development pursuant to this grant shall conform with the requirements of the County Department of Public Works to the satisfaction of said department.

13. All development pursuant to this grant shall comply with the requirements of Title 22 of the County Code and of the specific zoning of the subject property, unless specifically modified by this grant, as set forth in these conditions, including the

approved Exhibit "A," or a revised Exhibit "A" approved by the Director of Regional Planning (Director).

14. The permittee shall maintain the subject property in a neat and orderly fashion. The permittee shall maintain free of litter all areas of the premises over which the permittee has control.

15. All structures, walls and fences open to public view shall remain free of graffiti or other extraneous markings, drawings, or signage that was not approved by Regional Planning. These shall include any of the above that do not directly relate to the business being operated on the premises or that do not provide pertinent information about said premises. The only exceptions shall be seasonal decorations or signage provided under the auspices of a civic or non-profit organization.

    In the event of graffiti or other extraneous markings occurring, the permittee shall remove or cover said markings, drawings, or signage within 24 hours of notification of such occurrence, weather permitting. Paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces.

16. The subject property shall be developed and maintained in substantial conformance with the plans marked Exhibit "A". If changes to any of the plans marked Exhibit "A" are required as a result of instruction given at the public hearing, **three (3) copies of** a modified Exhibit "A" shall be submitted to Regional Planning by **May 2, 2017**.

17. In the event that subsequent revisions to the approved Exhibit "A" are submitted, the permittee shall submit **three (3) copies of** the proposed plans to the Director for review and approval. All revised plans must substantially conform to the originally approved Exhibit "A". All revised plans must be accompanied by the written authorization of the property owner(s) and applicable fee for such revision.

CONDITIONS OF APPROVAL
COUNTY OF LOS ANGELES
PROJECT NO. 98034-(5)
CONDITIONAL USE PERMIT NO. 201300081

PROJECT DESCRIPTION

The project is a conditional use permit (CUP) to authorize a density-controlled development in Zone A-2-2, development within a hillside management area, for grading involving a volume of earth material greater than 100,000 cubic yards including exempt grading on a significant ridgeline, within the crest of such ridgeline, as shown on the approved Exhibit "A", and installation and use of an 850,000 gallon water tank and the use of a 750,000 gallon water tank, both for the storage and distribution of water. The project is subject to the following conditions of approval:

GENERAL CONDITIONS

1. Unless otherwise apparent from the context, the term "permittee" shall include the applicant, owner of the property, and any other person, corporation, or other entity making use of this grant.

2. This grant shall not be effective for any purpose until the permittee, and the owner of the subject property if other than the permittee, have filed at the office of the Los Angeles County (County) Department of Regional Planning (Regional Planning) their affidavit stating that they are aware of and agree to accept all of the conditions of this grant, and that the conditions of the grant have been recorded as required by Condition No. 7, and until all required monies have been paid pursuant to Condition Nos.10 and 12. Notwithstanding the foregoing, this Condition No. 2 and Condition Nos. 4, 5, 8, 10, 12 and 13 shall be effective immediately upon the date of final approval of this grant by the County.

3. Unless otherwise apparent from the context, the term "date of final approval" shall mean the date the County's action becomes effective pursuant to Section 22.60.260 of the County Code.

4. The permittee shall defend, indemnify, and hold harmless the County, its agents, officers, and employees from any claim, action, or proceeding against the County or its agents, officers, or employees to attack, set aside, void, or annul this permit approval, which action is brought within the applicable time period of Government Code Section 65009 or any other applicable limitations period. The County shall promptly notify the permittee of any claim, action, or proceeding and the County shall reasonably cooperate in the defense. If the County fails to promptly notify the permittee of any claim, action, or proceeding, or if the County fails to cooperate reasonably in the defense, the permittee shall not thereafter be responsible to defend, indemnify, or hold harmless the County.

5. In the event that any claim, action, or proceeding as described above is filed against the County, the permittee shall within ten days of the filing make an initial deposit with Regional Planning in the amount of up to $5,000.00, from which actual costs and

expenses shall be billed and deducted for the purpose of defraying the costs or expenses involved in Regional Planning's cooperation in the defense, including but not limited to, depositions, testimony, and other assistance provided to permittee or permittee's counsel.

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

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

6. If any material provision of this grant is held or declared to be invalid by a court of competent jurisdiction, the permit shall be void and the privileges granted hereunder shall lapse.

7. Prior to the use of this grant, the permittee, or the owner of the subject property if other than the permittee, shall **record the terms and conditions** of the grant in the office of the County Registrar-Recorder/County Clerk (Recorder). In addition, upon any transfer or lease of the property during the term of this grant, the permittee, or the owner of the subject property if other than the permittee, shall promptly provide a copy of the grant and its conditions to the transferee or lessee of the subject property.

8. In the event that Revised Vesting Tentative Tract Map No. 52584-1 should expire without the recordation of a final map, this grant shall terminate upon the expiration of the tentative map. Entitlement to the use of the property thereafter shall be subject to the regulations then in effect.

9. Prior to issuance of building permits, the permittee shall remit all applicable library facilities mitigation fees to the County Librarian, pursuant to Chapter 22.72 of the County Code. The permittee shall pay the fees in effect at the time of payment, pursuant to Section 22.72.030. Questions regarding fee payment can be directed to the County Librarian at (562) 940-8430. The permittee shall provide proof of payment upon request from Regional Planning.

10. Within five (5) working days from the end of the appeal period **[February 20, 2017]**, the permittee shall remit processing fees at the Office of the Registrar-Recorder/County Clerk, payable to the County of Los Angeles, in connection with the filing and posting of a Notice of Determination (NOD) for this project and its entitlements in compliance with Section 21152 of the Public Resources Code. Unless a Certificate of Exemption is issued by the California Department of Fish and Wildlife pursuant to Section 711.4 of the California Fish and Game Code, the permittee shall pay the fees in effect at the time of the filing of the NOD, as provided for in Section 711.4 of the Fish and Game Code, currently **$3,153.25** ($3,078.25 for an

Environmental Impact Report plus $75.00 processing fee.) No land use project subject to this requirement is final, vested or operative until the fee is paid.

11. The permittee shall comply with all mitigation measures identified in the Mitigation Monitoring and Reporting Program (MMRP), which are incorporated by this reference as if set forth fully herein.

12. The permittee shall deposit an initial sum of $6,000.00 with Regional Planning within thirty (30) days of the date of final approval of this grant in order to defray the cost of reviewing and verifying the information contained in the reports required by the MMRP. The permittee shall replenish the mitigation monitoring account if necessary until all mitigation measures have been implemented and completed.

13. Notice is hereby given that any person violating a provision of this grant is guilty of a misdemeanor. Notice is further given that the Regional Planning Commission (Commission) or a Hearing Officer may, after conducting a public hearing, revoke or modify this grant, if the Commission or Hearing Officer finds that these conditions have been violated or that this grant has been exercised so as to be detrimental to the public's health or safety or so as to be a nuisance, or as otherwise authorized pursuant to Chapter 22.56, Part 13 of the County Code.

14. All development pursuant to this grant must be kept in full compliance with the County Fire Code to the satisfaction of said department.

15. All development pursuant to this grant shall conform with the requirements of the County Department of Public Works to the satisfaction of said department.

16. All development pursuant to this grant shall comply with the requirements of Title 22 of the County Code and of the specific zoning of the subject property, unless specifically modified by this grant, as set forth in these conditions, including the approved Exhibit "A," or a revised Exhibit "A" approved by the Director of Regional Planning (Director).

17. The permittee shall maintain the subject property in a neat and orderly fashion. The permittee shall maintain free of litter all areas of the premises over which the permittee has control.

18. All structures, walls and fences open to public view shall remain free of graffiti or other extraneous markings, drawings, or signage that was not approved by Regional Planning. These shall include any of the above that do not directly relate to the business being operated on the premises or that do not provide pertinent information about said premises. The only exceptions shall be seasonal decorations or signage provided under the auspices of a civic or non-profit organization.

    In the event of graffiti or other extraneous markings occurring, the permittee shall remove or cover said markings, drawings, or signage within 24 hours of such occurrence, weather permitting. Paint utilized in covering such markings shall be of a color that matches, as closely as possible, the color of the adjacent surfaces.

CONDITIONAL USE PERMIT SPECIFIC CONDITIONS

The approval grants the creation of 497 single-family residence lots, one (1) public park lot, 12 private recreation lots, 16 open space lots, 12 public facility lots, 21 private street lots, one (1) water tank lot developed with two water tanks, one (1) booster station lot and three (3) pedestrian access lots (564 total lots) on 430.4 gross acres as depicted on the approved Exhibit "A" dated July 19, 2016. This approval also authorizes a density-controlled development in Zone A-2-2, development within a hillside management area, the grading of approximately 3,956,920 cubic yards of cut material, 3,956,920 cubic yards of fill material (7,913,840 cubic yards total), including grading for and development of a road within the crest of a SCVAP 2012 mapped significant ridgeline with all cut material being used as fill material to balance the site, installation and use of an 850,000 gallon water tank and the use of a 750,000 gallon water tank, both for the storage and distribution of water.

19. Unless otherwise apparent from the context, the term "subdivider" shall include the applicant or any successor in interest, and any other person, corporation, or other entity making use of this grant.

20. Except as expressly modified herein, this approval is subject to all recommended conditions listed in the attached portion of the Subdivision Committee Report dated August 18, 2016, consisting of letters and reports from the Departments of Public Works, Fire, Parks and Recreation, and Public Health.

21. The subject property shall be developed, graded and maintained in substantial compliance with the plans marked Exhibit "A" dated July 19, 2016 or an approved Revised Exhibit "A".

22. If changes to any of the plans marked Exhibit "A" are required as a result of instruction given at the public hearing, three (3) copies of a modified Exhibit "A" shall be submitted to Regional Planning by **May 3, 2017**.

23. In the event that subsequent revisions to the approved Exhibit "A" are submitted, the permittee shall submit three (3) copies of the proposed plans to the Director for review and approval. All revised plans must substantially conform to the originally approved Exhibit "A". All revised plans must be accompanied by the written authorization of the property owners and applicable fee for such revision.

24. All development shall comply with the requirements of the Zoning Ordinance and of the specific zoning of the subject property, except as specifically modified by this grant, as set forth in these conditions, including the approved Exhibit "A," or a Revised Exhibit "A" approved by the Director.

25. A Homeowner's Association (HOA) shall be formed for the project.

26. Prior to issuance of building permit(s), the subdivider shall establish the HOA.

27. Covenants, Conditions, and Restrictions (CC&Rs) shall be continuously maintained to own and permanently maintain irrigated, landscaped or otherwise improved private recreation common areas depicted as lot nos. 512-523 and 534-542. In areas with engineered slopes, said CC&Rs shall provide slope planting and an irrigation system in accordance with the Grading Ordinance. Prior to final map approval, the subdivider shall submit a draft copy of the project CC&Rs, including maintenance reserves, and any other covenants, or maintenance agreements entered into with respect to the project, to Regional Planning for review and approval.

28. A copy of these project conditions of approval shall be referenced in the CC&Rs and the CC&Rs shall include a copy of the and prohibit any condition from being amended in any way, or eliminated, with regard to language in the CC&Rs, without prior approval from the Director.

29. CC&Rs shall specify that all night lighting in private recreation areas including the clubhouse and accessory uses (i.e., outdoor kitchen, community garden, agricultural uses, etc.) that would be lighted beyond their active use times where such lighting is consistent with Code requirements shall be controlled by motion sensor and light sensor lighting.

30. At project buildout of 564 lots, total project open space depicted as natural open space, manufactured slopes within open space, restoration and mitigation areas within open space, private recreation areas and access thereto, and public park area on the approved revised vesting tentative map and open space exhibit dated October 30, 2015, shall comprise approximately 53.4 percent (223.33 acres) of the 418.48 net project area and shall be contained entirely within separate dedicated open space lots, identified as lot nos. 511-542 on the approved revised vesting tentative map and depicted on the open space exhibit dated October 30, 2015.

    This acreage/percentage requirement is subject to modification to reflect site conditions and, due to potential for site condition modifications at final map, substantial conformity with the total acreage/percentage of open space is required.

31. On the final map, the subdivider or successor in interest shall dedicate to the County of Los Angeles the right to restrict development within lot nos. 524-539 and shall record "Open Space-Development Restriction Area" over said lots.

32. Portions of lot nos. 524-533 as depicted in the open space exhibit dated October 30, 2015 in the total sum of 93.9 acres shall remain undeveloped, natural area around the outer portions of the site and shall be contained entirely within separate dedicated open space lots.

33. CC&Rs shall also indicate the means of maintenance for the project private recreation and pedestrian access within lot nos. 512-523 and 534-542.

34. Prior to issuance of project building permits, the permittee shall transfer ownership of undeveloped, natural area around the outer portions of the project site of lot nos. 524-533 as depicted on the open space exhibit dated October 30, 2015 to a public agency

or non-profit conservation organization, to the satisfaction of the Director, for perpetual maintenance of those portions of the open space and shall dedicate to the County of Los Angeles the right to restrict any and all development on said lots. The final executed agreement shall include a reasonable endowment for maintenance as agreed upon by the public agency or non-profit conservation organization and permittee, and must be to the satisfaction of the Director.

35. If the permittee can show that within one year from making an offer to no less than three public agencies and/or non-profit conservation organizations, including the Los Angeles County Parks and Recreation Department and the City of Santa Clarita, that no public agency will receive the undeveloped natural area around the outer portions of the project site of lot nos. 524-533 as depicted on the open space exhibit dated October 30, 2015, to the satisfaction of the Director, the open space shall be owned and maintained by the project HOA, and the CC&Rs shall include a reasonable reserve for this purpose to the satisfaction of the Director.

    If a public agency or non-profit conservation organization will accept conveyance of a portion of the undeveloped natural area around the outer portions of the project site of lot nos. 524-533 as depicted on the open space exhibit dated October 30, 2015, nothing in this condition shall restrict or prohibit the conveyance of a portion of such property to a public agency or non-profit conservation organization and retention of the remainder of the open space by the HOA.

36. Permission is granted to record additional open space lots to the satisfaction of the Director.

37. Prior to final map approval, the permittee shall provide a draft open space and manufactured slopes and plantings maintenance agreement to be maintained by the permittee for inclusion in to the CC&Rs to the Director for review and approval. The final draft agreement proposed to be executed shall include establishment of HOA reserves for maintenance and must be to the satisfaction of the Director.

38. As required by section 21.32.195 of the County Code, the subdivider shall plant or cause to be planted at least two (2) trees of non-invasive species within the front yard of each residential lot, and this specification shall be noted on a landscape plan which shall be approved by the Director prior to final map approval. The subdivider shall post a bond with Public Works ensuring future on-site tree planting.

39. Prior to final map, the permittee shall submit to the Director for review and approval three (3) copies of a landscape plan. The landscape plan shall show size, type, and location of all plants, trees, and watering facilities. A minimum of two (2) non-invasive trees shall be planted in the front yard of each residential lot. All landscaping shall be maintained in a neat, clean, and healthful condition, including proper pruning, weeding, removal of litter, fertilizing and replacement of plants when necessary. To the maximum extent feasible, drip irrigation systems shall be employed.

    In addition to the review and approval by the Director, the landscaping plans will be reviewed by the staff biologist of the Department of Regional Planning. Their review

will include an evaluation of the balance of structural diversity (e.g. trees, shrubs, and groundcover) that may be expected 18 months after planting in compliance with fire safety requirements. The landscape shall be maintained in compliance with the approved landscaping plans.

The landscaping plan shall indicate that at least 50% of the area covered by landscaping shall be native vegetation. The landscaping shall include trees, shrubs and/or ground cover at a mixture and density determined by staff and the fire department. Fire retardant plants shall be given first consideration.

40. This land division is approved as a density-controlled development in an urban hillside management area, in which the areas of the proposed lots may be averaged to collectively conform to the minimum lot area determined applicable, 37,723 square feet, as shown on the approved revised vesting tentative map. If multiple final maps are recorded, the average area of all lots shown on each final unit map combined with all previously recorded final unit maps shall comply with the determined minimum lot area as applicable.

41. Grading shall not occur prior to final map recordation, unless otherwise approved by the Director of the Department of Regional Planning.

42. Residential units shall be constructed with solar-ready rooftops that provide for the future installation of on-site solar photovoltaic (PV) or solar water heating (SWH) systems. The building design documents shall show an allocated Solar Zone and the pathway for interconnecting the PV or SWH system with the building electrical or plumbing system. The Solar Zone is a section of the roof that has been specifically designated and reserved for the future installation of a solar PV system, solar water heating system, and/or other solar generating system. The Solar Zone shall be kept free from roof penetrations and have minimal shading.

KKS:SDJ
2/1/17

CONDITIONS OF APPROVAL
COUNTY OF LOS ANGELES
OAK TREE PERMIT NO. 201300023

PROJECT DESCRIPTION

An oak tree permit to authorize the removal of one oak tree, identified as Oak Tree No. 18 on the applicant's Exhibit "A" to create 497 single-family residence lots, one (1) public park lot, 12 private recreation lots, 16 open space lots, 12 public facility lots, 21 private street lots, one (1) water tank lot developed with two water tanks, one (1) booster station lot and three (3) pedestrian access lots (564 total lots) on 430.4 gross acres. The project is subject to the following conditions of approval:

PERMIT SPECIFIC CONDITIONS

1. Unless otherwise apparent from the context, the term "permittee" shall include the applicant, owner of the property, and any other person, corporation, or other entity making use of this grant.

2. The permittee shall comply with all conditions and requirements contained in the County of Los Angeles Forester and Fire Warden, Forestry Division, letter dated August 13, 2013 (attached hereto), to the satisfaction of said Division, except as otherwise required by said Division.

    a. The permittee shall provide mitigation trees of the Oak genus at a rate of two to one (2:1) for each tree removed for a total of two (2) trees.

3. All replacement trees shall be planted on native undisturbed soil and shall be the same species of oak (*Quercus sp.*) as the removed tree. The location of the replacement tree shall be in the vicinity of other oak trees of the same species. A layer of humus and litter from beneath the canopy of the removed tree shall also be applied to the area beneath the canopies of the replacement trees to further promote the establishment of mycorrhizae within their rooting zones.

4. When replacement trees are planted on disturbed soil or are not in the vicinity of the same species of oak (*Quercus sp.*) as the removed tree, planting shall incorporate a mycorrhizal product, either as amendment or in the first two irrigations or watering of planted trees (i.e. "mycorrhizaROOTS" or similar product) in accordance with the label's directions. A layer of humus and litter from beneath the canopy of the removed tree shall also be applied to the area beneath the canopies of the replacement trees to further promote the establishment of mycorrhizae within their rooting zones.

5. The installation of chain link fencing not less than four feet in height around the protected zone of the remaining oak trees shown on the site plan that are within zones of impact as determined by the County Forester for the life of the oak tree permit or the conditional use permit. Said fencing shall be in place and inspected by

the forester and fire warden prior to commencement of any activity on the subject property and shall not be removed without written authorization from the director or the forester and fire warden.

6. Where grading or any other similar activity is specifically approved within the protected zone, the applicant shall provide an individual with special expertise acceptable to the director to supervise all excavation or grading proposed within the protected zones and to further supervise, monitor and certify to the county forester and fire warden the implementation of all conditions imposed in connection with the applicant's oak tree permit.

7. Any excavation or grading allowed within the protected zone or within 15 feet of the trunk of any oak tree, whichever distance is greater, shall be limited to hand tools or small hand-power equipment.

8. To the extent feasible, as determined by the director, utility trenching shall avoid encroaching into the protected zone on its path to and from any structure.

Attachments:
County Forester's Letter dated 08/13/13

KKS:SDJ
2/1/17

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294
(323) 890-4330

DARYL L. OSBY
FIRE CHIEF
FORESTER & FIRE WARDEN

August 13, 2013

Jodie Sackett, Regional Planner
Department of Regional Planning
Land Division Permits Section
320 West Temple Street
Los Angeles, CA 90012

Dear Mr. Sackett:

OAK TREE PERMIT NUMBER 2013-00023
PROJECT NUMBER 98034
LOCATED NEAR THE INTERSECTION OF HASLEY CANYON ROAD AND DEL VALLE ROAD "LOS VALLES" APNS 2866-032, -033; 3247-032-052

We have reviewed the "Request for Oak Tree Permit #2013-00023." The project is located near the intersection of Hasley Canyon Road and Del Valle Road in the unincorporated area of Castaic. The Oak Tree Report is accurate and complete as to the location, size, condition and species of the Oak trees on the site. The term "Oak Tree Report" refers to the document on file by Land Design Consultants, Inc., the consulting arborist, dated May 13, 2013.

We recommend the following as conditions of approval:

OAK TREE PERMIT REQUIREMENTS:

1. This grant shall not be effective until the permittee and the owner of the property involved (if other than the permittee), have filed at the office of the Department of Regional Planning their affidavit stating that they are aware of and agree to accept all conditions of this grant. Unless otherwise apparent from the context, the term "permittee" shall include the applicant and any other person, corporation or other entity making use of this grant.

2. Before commencing work authorized or required by this grant, the consulting arborist shall submit a letter to the Director of Regional Planning and the County of Los Angeles Fire

Department, Forestry Division stating that he or she has been retained by the permittee to perform or supervise the work, and that he or she agrees to report to the Director of Regional Planning and the County Forester, any failure to fully comply with the conditions of the grant. The arborist shall also submit a written report on permit compliance upon completion of the work required by this grant. The report shall include a diagram showing the exact number and location of all mitigation trees planted as well as planting dates.

3. The permittee shall arrange for the consulting arborist or a similarly qualified person to maintain all remaining Oak trees on the subject property that are within the zone of impact, as determined by the County Forester for the life of the Oak Tree Permit or the Conditional Use Permit.

4. The permittee shall install temporary chain link fencing, not less than four (4) feet in height, to secure the protected zone of all remaining Oak trees on site, as necessary. The fencing shall be installed prior to grading or tree removal, and shall not be removed without approval of the County Forester. The term "protected zone" refers to the area extending five (5) feet beyond the dripline of the Oak tree (before pruning), or fifteen (15) feet from the trunk, whichever is greater.

5. Copies of the Oak Tree Report, Oak tree map, mitigation planting plan and conditions of approval, shall be kept on the project site and available for review. All individuals associated with the project as it relates to the Oak resource shall be familiar with the Oak Tree Report, Oak tree map, mitigation planting plan and conditions of approval.

PERMITTED OAK TREE REMOVAL:

6. This grant allows the removal of one (1) tree of the Oak genus (*Quercus agrifolia*) identified as Tree Number 18 on the applicant's site plan and Oak Tree Report. Trenching, excavation, or clearance of vegetation within the protected zone of an Oak tree shall be accomplished by the use of hand tools or small hand-held power tools. Any major roots encountered shall be treated as recommended by the consulting arborist.

7. In addition to the work expressly allowed by this permit, remedial pruning intended to ensure the continued health of a protected Oak tree or to improve its appearance or structure may be performed. Such pruning shall include the removal of deadwood and stubs and medium pruning of branches two-inches in diameter or less in accordance with the guidelines published by the National Arborist Association. Copies of these guidelines are available from the County of Los Angeles Fire Department, Forestry Division. In no case shall more than 20% of the tree canopy of any one tree be removed.

8. Except as otherwise expressly authorized by this grant, the remaining Oak trees shall be maintained in accordance with the principles set forth in the publication, "Oak Trees: Care and Maintenance," prepared by the County of Los Angeles Fire Department, Forestry Division. A copy of the publication is enclosed with these conditions.

MITIGATION TREES:

9. The permittee shall provide mitigation trees of the Oak genus at a rate of two to one (2:1) for each tree removed for a total of two (2) mitigation trees. The permittee shall provide mitigation trees of the Oak genus at a rate of two to one (2:1) for any tree specified above that dies as a result of the approved encroachments.

10. Each mitigation tree shall be at least a 15-gallon specimen in size and measure one (1) inch or more in diameter one (1) foot above the base. Free form trees with multiple stems are permissible provided the combined diameter of the two (2) largest stems of such trees measure a minimum of one (1) inch in diameter one (1) foot above the base.

11. Mitigation trees shall consist of indigenous varieties of *Quercus agrifolia*, grown from a local seed source.

12. Mitigation trees shall be planted within one (1) year of the permitted Oak tree removals. Mitigation trees shall be planted either on site or at an off-site location approved by the County Forester. Alternatively, a contribution to the County of Los Angeles Oak Forest Special Fund may be made in the amount equivalent to the Oak resource loss. The contribution shall be calculated by the consulting arborist and approved by the County Forester according to the most current edition of the International Society of Arboriculture's "Guide for Plant Appraisal."

13. The permittee shall properly maintain each mitigation tree and shall replace any tree failing to survive due to a lack of proper care and maintenance with a tree meeting the specifications set forth above. The three-year maintenance period will begin upon receipt of a letter from the permittee or consulting arborist to the Director of Regional Planning and the County Forester, indicating that the mitigation trees have been planted. The maintenance period of the trees failing to survive three (3) years will start anew with the new replacement trees. Subsequently, additional monitoring fees shall be required.

14. All mitigation Oak trees planted as a condition of this permit shall be protected in perpetuity by the Los Angeles County Oak Tree Ordinance once they have survived the required maintenance period.

NON-PERMITTED ACTIONS AND VIOLATIONS:

15. Encroachment within the protected zone of any additional tree of the Oak genus on the project site is prohibited.

16. Should encroachment within the protected zone of any additional tree of the Oak genus on the project site not permitted by this grant result in its injury or death within two (2) years, the permittee shall be required to make a contribution to the Los Angeles County Oak Forest Special Fund in the amount equivalent to the Oak resource damage/loss. Said contribution shall be calculated by the consulting arborist and approved by the County

Forester according to the most current edition of the International Society of Arboriculture's "Guide for Plant Appraisal."

17. No planting or irrigation system shall be installed within the dripline of any Oak tree that will be retained.

18. Utility trenches shall not be routed within the protected zone of an Oak tree unless the serving utility requires such locations.

19. Equipment, materials and vehicles shall not be stored, parked, or operated within the protected zone of any Oak tree. No temporary structures shall be placed within the protected zone of any Oak tree.

20. Violations of the conditions of this grant shall result in immediate work stoppage or in a notice of correction depending on the nature of the violation. A time frame within which deficiencies must be corrected will be indicated on the notice of correction.

21. Should any future inspection disclose that the subject property is being used in violation of any one of the conditions of this grant, the permittee shall be held financially responsible and shall reimburse the County of Los Angeles Fire Department, Forestry Division, for all enforcement efforts necessary to bring the subject property into compliance.

To schedule a County Forester inspection, please contact the Environmental Review Unit at (818) 890-5719.

If you have any additional questions, please contact this office at (818) 890-5758.

Very truly yours,

J. LOPEZ, ACTING ASSISTANT CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

JI: jl

Enclosure

The following report consisting of 185 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, Underground 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. 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.

6. 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.

7. If applicable, quitclaim or relocate easements running through proposed structures.

8. Furnish Public Works' Street Name Unit with a list of street names acceptable to the subdivider. These names must not be duplicated within a radius of 20 miles.

9. A Mapping & Property Management Division house numbering clearance is required prior to approval of the final map.

10. If unit filing occurs, reserve reciprocal easements for drainage, ingress/egress, utilities, and maintenance purposes, in documents over the private driveways and delineate on the final map to the satisfaction of Public Works.

11. The boundaries of the unit final maps shall be designed to the satisfaction of the Departments of Regional Planning and Public Works.

12. The first unit of this subdivision shall be filed as Tract No. 52584-01, the second unit, Tract No. 52584-02, and so forth and the last unit, Tract No. 52584.

13. Extend lot lines to the center of private and future streets or provide separate lots for the private and future streets.

14. Grant ingress/egress and utility easements to the public over the private and future or future streets.

15. Show open space lots on the final map and dedicate residential construction rights over the open space lots.

16. 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.

17. 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.

18. A final guarantee will be required at the time of filing of the final map with the Registrar-Recorder/County Clerk's Office.

19. Permission is granted to record large lots (20-acre or more) parcel/tract map as shown on the insert map provided street right of way and slope easements are dedicated along the latest IEC approved alignment on Hasley Canyon Road to the satisfaction of Public Works. In addition, make an offer of private and future right of way and slope easements along all remaining interior streets on alignments to the satisfaction of Public Works.

20. 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 $5,000 with Public Works to defray the cost of verifying conditions of approval for the purpose of issuing final map clearances.

+1(w)

Prepared by Aissa Carrillo Phone (626) 458-3126 Date Rev. 01-05-2017

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

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

TRACT NO.: 52584

TENTATIVE MAP DATE: 07/19/2016
EXHIBIT MAP DATE: 07/19/2016

HYDROLOGY UNIT CONDITIONS OF APPROVAL

1. The Project shall comply with all Low Impact Development requirements. If Off-Site Improvements are constructed, which would eliminate the need for On-Site Improvements, Permitee shall submit an alternate hydrology study for review and approval of the Department of Public Works. The improvements shown on Sheet 5 of the tentative map shall not be approved until the Off-Site Improvements are constructed and the alternate hydrology study approved by the Department of Public Works.

2. Permittee shall record a covenant on any and all lots that are required to be improved with On-Site Improvements. The covenant shall require that the Project site be maintained as depicted on Sheet 6 of the tentative map until such time as the Department of Public Works approves an alternate hydrology study allowing the On-Site Improvements to be removed. The covenant shall be approved by the Department of Regional Planning prior to recordation. The Department of Regional Planning shall release the covenant so that it may be removed from title upon the Department of Public Works' approval of an alternate hydrology study allowing removal of the On-Site Improvements.

3. Upon completion of Off-Site Improvements to the satisfaction of the Department of Public Works, permittee shall remove the On-Site Improvements and either restore the property to open space or develop it in accordance with this Revised Vesting Tentative Tract Map No. 52584 and accompanying entitlements (Variance No. 2013-00003; Conditional Use Permit No. 2013-00081; Oak Tree Permit No. 2013-00023), and any amendments or revisions thereto.

4. To guarantee that the On-Site Improvements will be removed, permittee shall, prior to the issuance of a building permit for the 400th residential unit, guarantee its performance by furnishing bonds or other instruments acceptable to the Department of Public Works, which shall be returned to the permittee at such time as the On-Site Improvements are removed to the satisfaction of the Department of Public Works.

Prior to Improvement Plans Approval:

1. Comply with hydrology study, which was approved on 11/08/2016, or the latest revision, to the satisfaction of the Department of Public Works.

2. Obtain approval or letter of non-jurisdictional from the State Department of Fish and Wildlife.

3. Obtain approval or letter of non-jurisdictional from the State Water Resources Control Board.

4. Obtain approval or letter of non-jurisdictional from the Army Corps of Engineers.

5. A maintenance permit is required from the State Department of Fish and Wildlife, the Army Corps of Engineers, and/or the State Water Resources Control Board to the satisfaction of the Department of Public Works.

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
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Prior to recordation of a Final Map or Parcel map Waiver:

1. Submit plans of drainage facilities as required by hydrology study for design of drainage facilities to the satisfaction of Department of Public Works.

2. An assessment district shall be formed to finance the future ongoing maintenance and capital replacement of all water quality devices/systems identified by the Department of Public Works. The Subdivider shall deposit the first year's total assessment based on the Department of Public Works engineering report. This will fund the first year's maintenance after the facilities are accepted. The second and subsequent years assessment will be collected through the property tax bill. This is required to the satisfaction of the Department of Public Works.

Prior to Improvement Acceptance for Public Maintenance:

1. All maintenance permits of the regulatory agencies must be active at the time of acceptance.

Review by: _____ Date: 01/23/2017 Phone: (626) 458-4921
Andrew Ross

PCA LX001129/A869
Telephone: (626) 458-4925

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

Tentative Tract / Parcel Map	52584	**Tentative Map Dated**	7/19/16 (Street Profile Exh.)	**Parent Tract**	
Grading By Subdivider? [Y] (Y or N)	3,841,920 yd³	**Location**	Castaic/Hasley Canyon	**APN**	
Geologist	A.E. Seward Engineering Geology	**Subdivider**	SFI Los Valles LLC		
Soils Engineer	A.E. Seward Engineering Geology	**Engineer/Arch.**	Land Design Consultants, Inc.		

Review of:
Geologic Report(s) Dated:
Soils Engineering Report(s) Dated:
Geotechnical Report(s) Dated: 1/5/16, 6/7/13, 8/27/04, 4/16/03, 1/9/01, 6/7/00, 3/31/00, 10/22/99, 1/15/99
References:

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.

NOTE(S) TO THE PLAN CHECKER/BUILDING AND SAFETY DISTRICT ENGINEER:
THE SOILS REPORT DATED 6/7/13 INDICATES THERE MAY BE ENVIRONMENTAL CONCERNS REGARDING THE PRESENCE OF OIL WELLS.

Prepared by

REGISTERED PROFESSIONAL ENGINEER
JEREMY CHUN YIN WAN
No. GE 2849
GEOTECHNICAL
STATE OF CALIFORNIA

Jeremy Wan
Soils Section

PROFESSIONAL GEOLOGIST
Geir R. Mathisen
No. 2376
CERTIFIED ENGINEERING GEOLOGIST
STATE OF CALIFORNIA

Geir Mathisen
Geology Section

Date 8/11/16

Please complete a Customer Service Survey at http://dpw.lacounty.gov/go/gmedsurvey
NOTICE: Public safety, relative to geotechnical subsurface exploration, shall be provided in accordance with current codes for excavations, inclusive of the Los Angeles County Code, Chapter 11.48, and the State of California, Title 8, Construction Safety Orders.
052584, Castaic, TTM-8_A

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. Remediation to the existing and previously graded area is required. Engineering of the remediation shall be detailed on the grading plans.

4. Details and limits of the proposed westerly drainage mitigation shown on the tentative map are not necessarily approved. All improvements will be detailed, reviewed, and approved with the final engineering plans. The improvements shall satisfy CEQA findings and appropriate jurisdictional agencies such as and not limited to Fish and Wildlife, Army Corps of Engineers, and Regional Water Quality Control Board. Approval of the jurisdictional agencies for any onsite, offsite or payment into mitigation bank, or any combination thereof, shall be obtained and submitted prior to the recordation of the final map.

5. No impact to downstream properties analysis must be performed with the hydrology study. A drainage acceptance letter form the downstream property owner must be obtained if it deemed necessary.

6. Provide approval of:

   a. The latest hydrology study by the Storm Drain and Hydrology Section of Land Development Division.

   b. The location/alignment and details/typical sections of any park/trail, as shown on the

grading plan, to the satisfaction of the Department of Parks and Recreation.

c. The grading plan by the Geotechnical & Materials Engineering Division (GMED).

7. Record a covenant accepting flows from off-site and maintaining all drainage devices that allow that pattern.

REQUIREMENTS PRIOR TO FINAL MAP RECORDATION:

8. 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.

9. A maintenance agreement or CC&Rs may be required for all privately maintained drainage devices, slopes, and other facilities.

10. Record a deed restriction to hold future owners responsible for maintaining the drainage devices without obstructing flows from off-site.

Name Nazem Said Date 8/10/2016 Phone (626) 458-4921

TENTATIVE MAP DATED 07-19-2016
EXHIBIT "A" MAP DATED 07-19-2016

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

1. A minimum centerline curve length of 100 feet shall be maintained on all local streets. A minimum centerline curve radius of 100 feet shall be maintained on all cul-de-sac streets. Reversing curves of local streets need not exceed a radius of 1,500 feet, and any curve need not exceed a radius of 3,000 feet.

2. The minimum centerline radius is 350 feet on all local streets with 64 feet of right of way and on all the streets where grades exceed 10 percent.

3. Compound curves are preferred over broken-back curves. Broken-back curves must be separated by a minimum of 200 feet of tangent. If compound curves are used, the radius of the smaller curve shall not be less than two-thirds of the larger curve. The curve length of compound curves shall be adjusted to exceed a minimum curve length of 100 feet, when appropriate.

4. Curves through intersections should be avoided when possible. If unavoidable, the alignment shall be adjusted so that the proposed BC and EC of the curve through the intersection are set back a minimum of 100 feet away from the BCR's of the intersection.

5. Reversing curves and compound curves through intersections should be avoided when possible. If unavoidable, the minimum centerline radius of reversing curves and compound curves through intersections shall comply with design speeds provided in the following Condition No. 6

6. The minimum centerline radius on a local street with an intersection street on the concave side shall comply with the following design speeds and sight distances:

Right of way (Ft)	Min. Centerline Radius (Ft)	Design Speed (Mph)	Sight Distance (Ft)
64	350	40	415
60	250	30	310
58	100'	25	260

Line of sight shall be within right of way or dedicate airspace easements to the satisfaction of Public Works. Additional grading may be required

7. The centerline of all local streets shall be aligned without creating jogs of less than 150 feet. A one-foot jog may be used where a street changes width from 60 feet to 58 feet of right of way.

8. The central angles of the right of way radius returns shall not differ by more than 10 degrees on local streets.

9. Driveways will not be permitted within 25 feet upstream of any catch basins when street grades exceed 6 percent.

10. Permission is granted to use 12% grades on Hayward Drive at locations to the satisfaction of Public Works.

11. The maximum permissible grade of Hayward Drive across the intersection with Barcelona Drive is 10%.

12. Provide minimum landing area of 100 feet for local collectors (64-foot wide right of way), 50 feet for local access roads (60-foot wide right of way), and 25 feet for cul-de-sac (58-foot wide right of way) at a maximum 3 percent grade on all "tee" intersections.

13. Provide intersection (vertical) sight distance for a design speed of 60 mph on Hasley Canyon Road from Los Valles Drive.

14. Depict all line of sight easements on the road plan, and on landscaping and grading plans.

15. Provide standard property line return radii of 13 feet at all local street intersections.

16. Provide standard property line return radii of 27 feet at the intersection .of Los Valles Drive and Hasley Canyon Road to the satisfaction of Public Works.

17. Dedicate right of way 40 feet from centerline and easement for road and drainage purposes on Hasley Canyon Road east of new Del Valle Road per C.S.B.-5149/P-195 or per the latest I.E.C. approved alignment. The centerline alignment on the new Del Valle Road is per P- 269.

18. Dedicate right of way 32 feet from the latest I.E.C. approved centerline on Hasley Canyon Road west of new Del Valle Road along the property frontage.

19. Make an offer of eight feet of future right of way beyond the 32 feet dedication from the latest I.E.C. approved alignment on Hasley Canyon Road west of new Del Valle Road.

20. Dedicate easements for road and drainage purposes on Hasley Canyon Road west of the new Del Valle Road to the satisfaction of Public Works.

21. Dedicate a minimum of 78 feet of right of way on Los Valles Drive from Hasley Canyon Road to the roundabout to the satisfaction of Public Works. Additional right of way for turning lanes may be required on this street.

22. Dedicate right of way for the roundabout at the intersection of "A" Street and Los Valles Drive to the satisfaction of Public Works.

23. The design detail of the roundabout is not necessarily approved. The design will be reviewed at the improvement plan submittal stage to the satisfaction of Public Works.

24. Dedicate right of way 32 feet from centerline on Los Valles Drive from the roundabout to Barcelona Drive, on Barcelona Drive, on Hayward Drive (including the cul-de-sac) to the satisfaction of Public Works.

25. Dedicate right of way 30 feet from the centerline on Vista Grande (including cul-de-sac), on "R", "S", "T" to the satisfaction of Public Works. Additional right of way for the construction of street knuckles will be required.

26. Dedicate right of way 29 feet from centerline on "U" Street (including the cul-de-sac) to the satisfaction of Public Works.

27. The alignment of Hayward Drive must be compatible with Tract 44800 to the east and the alignment of Barcelona Drive must be compatible with Tract 44471 to the north.

28. Make an offer of private and future right of way 32 feet from centerline on "A" Street ,"B" Street, "E" Street and Los Altos Drive from "B" Street to "P" Street to the satisfaction of Public Works.

29. Make an offer of private and future right of way 30 feet from centerline on Los Montanes Drive, Buena Vida Way from "B" Street to "V" Street, "CC" Street from

"B" Street to "G" Street, "N" Street, and "P" Street to the satisfaction of Public Works.

30. Provide additional right of way in the vicinity of the gated entrances on "A" Street, "B" Street, and Los Montanes Drive with adequate numeric keypads setback from the right of way (50 feet minimum) and turnaround (radius of 32 feet minimum) to the satisfaction of Public Works.

31. Construct the gated entrances to the satisfaction of Public Works. Provide a minimum of 50 feet of stacking length in the vicinity of the gated entrance to the satisfaction of Public Works. If an entry key pad is provided preceding the gate, the staking length shall be measured from the entry key pad to the road right of way line. The median nose at the gated entrance shall be set back a minimum of 20 feet from the right of way.

32. Make an offer of private and future right of way 29 feet from centerline including a standard cul-de-sac bulb on Los Altos Drive east of "P" Street, Buena Vida Way north of "V" Street, "CC" Street west of "G" Street, "G" Street, "H" Street, "N" Street west of "Q" Street, "Q" Street, "V" Street and Belleza Way.

33. Permission is granted to reduce the parkway width from 12 feet to 3 feet on the westerly side on the interior single loaded cul-de-sac Belleza Way to the satisfaction of Public Works.

34. Whenever there is an offer of a future street or a private and future street, provide a drainage statement/letter.

35. Construct curb, gutter, base, pavement, and sidewalks(adjacent to property line) on all dedicated and private and future streets within the tract boundaries in accordance with the typical sections on the tentative map to the satisfaction of Public Works

36. Plant street trees and provide irrigation system for street trees within the tract boundaries to the satisfaction of Public Works.

37. Construct additional pavement on Hasley Canyon Road at Los Valles Drive to provide a left-turn lane and transitions to the satisfaction of Public Works.

38. Comply with the following street lighting requirements:

a. Provide street lights on concrete poles with underground wiring on all local streets except future streets within the tract boundaries to the satisfaction of Public Works. Submit street lighting plans as soon as possible for review and approval to the Street Lighting Section of the Traffic and Lighting Division. For additional information, please contact the Street Lighting Section at (626) 300-4726.

b. The proposed development or portions thereof, are not within an existing Lighting District. Annexation and assessment balloting are required. Upon tentative map approval, the applicant shall comply with conditions listed below in order for the Lighting District to pay for the future operation and maintenance of street lights. The Board of Supervisors must approve the annexation and levy of assessment (should assessment balloting favor levy of assessment) prior to filing of the final subdivision maps for each area with the Registrar-Recorder/County Clerk.

(1) Request the Street Lighting Section to commence annexation and levy of assessment proceedings.

(2) Provide business/property owner's name(s), mailing address(es), site address, Assessor Parcel Number(s), and Parcel Boundaries in either Microstation or Auto CADD format of territory to be developed to the Street Lighting Section.

(3) Submit a map of the proposed development including any roadways conditioned for street lights that are outside the proposed project area to Street Lighting Section. Contact the Street Lighting Section for map requirements and for any questions at (626) 300-4726.

c. Note that the annexation and assessment balloting process takes approximately ten to twelve months to complete once the above information is received and approved. Therefore, untimely compliance with the above will result in a delay in receiving approval of the street lighting plans or in filing the final subdivision map for recordation. Information on the annexation and the assessment balloting process can be obtained by contacting Street Lighting Section at (626) 300-4726.

d. For acceptance of street light transfer billing, the area must be annexed into

the Lighting District and all street lights in the development, or the current phase of the development, must be constructed according to Public Works approved plans. The contractor shall submit one complete set of "as-built" plans.

e. The Lighting District can assume responsibility for the operation and maintenance of the street lights in the project, or the current phase of the project, as of July 1st of any given year provided the above conditions are met and the street lights have been energized and the 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.

39. Provide street names and install street name signs prior to occupancy of buildings.

40. Install postal delivery receptacles in groups to serve two or more residential units to the satisfaction of the Postal Service and Public Works.

41. Prepare signing and striping plans (interim and ultimate) for Hasley Canyon Road within or abutting this subdivision to the satisfaction of Public Works.

42. 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. Please contact Construction Division at (626) 458-3129 for new location of any above ground utility structure in the parkway.

43. 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.

44. A traffic study was reviewed and approved by Public Works. Comply with the traffic mitigation measures as indicated on the attached letter dated March 17, 2015 from our Traffic and Lighting Division to the satisfaction of Public Works

45. Prior to Building permit issuance, pay the fees established by the Board of Supervisors for the Castaic Bridge and Major Thoroughfare Construction Fee District (B&T District). The fee is to be based upon the fee rate in effect at the time of permit issuance. The current applicable fee is $20,190 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.

B&T credits shall be provided to the subdivider in accordance with the attached "Settlement Agreement and Release" (Document No. 20111206190, dated 09/06/2011) between the subdivider and the County of Los Angeles.

Credits will only be made on improvements constructed by the subdivider that are include as District improvements and are deemed ultimate improvements (as opposed to interim improvements).

46. Additional comments/requirements:

a. The proposed roundabout alternative (Roundabout Detail on the CUP Exhibit A map) is not necessarily approved. If permitted, the subdivider shall provide right of way and meet design standards to the satisfaction of Public Works.

b. The proposed profiles on the Exhibit are not necessarily approved. The subdivider shall meet all design standards to the satisfaction of Public Works.

c. An offer of future right of way 64 feet in width to The County of Los Angeles along the westerly tract boundary between the existing right of way of Hasley Canyon Road and the southerly boundary of APN 3247-032-026 (the Lombardi property) has been recorded per Document No. 20072211391. Make an offer of easement for road construction purposes in addition to the aforementioned offer of future right of way to the satisfaction of Public Works.

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

GAIL FARBER, Director

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

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

TR 52584

March 17, 2015

IN REPLY PLEASE
REFER TO FILE T-4

Mr. David S. Shender, P.E.
Linscott, Law & Greenspan, Engineers
20931 Burbank Boulevard, Suite C
Woodland Hills, CA 91367

Dear Mr. Shender:

LOS VALLES PROJECT
TRAFFIC IMPACT ANALYSIS – MAY 20, 2014
UNINCORPORATED CASTAIC AREA

As requested, we reviewed the Traffic Impact Analysis (TIA) for the Los Valles project located at the intersection of Del Valle Road and Hasley Canyon Road in the unincorporated Castaic area.

We generally agree with the TIA that the traffic generated by a project alone will not have a significant impact to County roadways or intersections in the area.

We generally agree with the TIA that the traffic generated by this project and other related projects will have a significant cumulative impact at the intersection listed below. The improvements listed below are currently under construction and are expected to mitigate the project's significant cumulative impact at the intersection.

<u>Commerce Center Drive at State Route 126</u>

- Widen State Route 126 from two to four through lanes in each direction along Commerce Center Drive.
- Convert the existing signalized intersection into a full movement, grade-separated interchange.
- Construct new on- and off-ramps on Commerce Center Drive and Henry Mayo Drive.
- Install traffic signals for newly constructed ramps.
- Realign Henry Mayo Drive.

FILE COPY

In the event the Environmental Impact Report (EIR) prepared for the Los Valles project determines that the project would result in significant impacts to the California Department of Transportation facilities, the project also needs to reach an understanding with Caltrans as to the improvements necessary to mitigate the identified impacts. Therefore, if the EIR identifies significant impacts to Caltrans' facilities, the following mitigation is required:

> The applicant shall consult with Caltrans to determine the improvements necessary to mitigate the significant impacts to State Highway facilities that would result from the addition of project traffic. Once the improvements are determined, the applicant shall either construct the necessary improvements or pay an equitable share consistent with applicable law towards construction of the improvements. In furtherance of this requirement, if the EIR identifies significant impacts to Caltrans' facilities, the applicant shall enter into a traffic mitigation agreement with Caltrans before or within 6 months of certification of the Los Valles project's EIR.

The project is located within the Castaic Bridge and Major Thoroughfare District. Consequently, the project shall pay its share of the Castaic Bridge and Major Thoroughfare District fees prior to approval of the final map. Please contact Land Development Division for the determination and payment of these fees.

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
P:\TLPUB\STUDIES\EIR 13-0145 - LOS VALLES.DOCX

bc: Land Development (Narag)

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION - SEWER
TRACT NO. 52584 (Rev.)

TENTATIVE MAP DATED 07-19-2016
EXHIBIT "A" MAP DATED 07-19-2016

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

1. The subdivider shall install and dedicate main line sewers and serve each lot with a separate house lateral or have approved and bonded sewer plans on file with Public Works.

2. A sewer area study for the proposed subdivision (PC12056AS, dated 02-09-2014) was reviewed and approved. A Will Serve letter from the County Sanitation District indicating adequate capacity exists in the trunk line and treatment plant was obtained prior to approval of the sewer area study. No additional mitigation measures are required. 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 a revision to the current plan. A revision 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.

3. If the sewer mainline along Los Valles Drive (PC 11838) near the intersection of Los Valles Drive and Hasley Canyon Road does not exist at the time of construction, the subdivider shall construct the sewer to connect to PC 11572 as indicated on the tentative map.

4. The subdivider shall send a print of the land division map to the County Sanitation District with a request for annexation and obtain approval prior to final map recordation.

5. Provide a minimum 10-foot sewer easement on the private street; and private driveway and fire lane to the satisfaction of Public Works.

IN

Prepared by Imelda Ng Phone (626) 458-4921 Date 08-09-2016

Tr52584s-1-rev'dMap-rev4.doc

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
LAND DEVELOPMENT DIVISION - WATER
TRACT NO. 52584 (Rev.)

TENTATIVE MAP DATED 07-19-2016
EXHIBIT MAP "A" DATED 07-19-2016

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 (including any approved water pump stations) maintained by the water purveyor, with appurtenant facilities to serve all lots 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. There shall be filed with Public Works a statement from the water purveyor indicating that the water system will be operated by the purveyor and that under normal conditions, the system will meet the requirements for the land division, and that water service will be provided to each lot.

3. Install off-site water mainline to serve this subdivision to the satisfaction of Public Works.

Prior to building permits are issued:

4. Submit landscape and irrigation plans for each open space lot in the land division with an aggregate landscape area equal to or greater than 500 square feet, in accordance with the Water Efficient Landscape Ordinance.

5. If recycled water will be available from CLWA, install a separate water irrigation system for recycled water use per landscape plans.

TK Prepared by Tony Khalkhali Phone (626) 458-4921 Date 01-03-2017
tr52584w-rev4 (updated 01-03-2017).doc

COUNTY OF LOS ANGELES
Public Health

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

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

ANGELO J. BELLOMO, REHS, QEP
Deputy Director for Health Protection

TERRI S. WILLIAMS, REHS
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 Solis
First District

Mark Ridley-Thomas
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Third District

Don Knabe
Fourth District

Michael D. Antonovich
Fifth District

August 15, 2016

Tentative Tract Map No. 52584-1

Vicinity: Newhall

Tentative Tract Map Date: July 19, 2016

The Los Angeles County Department of Public Health – Environmental Health Division recommends the approval of **Tentative Tract Map 52584-1** based on the use of public water (Los Angeles County Waterworks District No. 36) and public sewer as proposed for wastewater disposal. Any variation from the approved use of water supply and/or approved method of sewage disposal shall invalidate the Department's approval.

Prepared by:

V.B.

VICENTE C. BAÑADA, REHS
Environmental Health Specialist IV
Land Use Program
5050 Commerce Drive
Baldwin Park, California 91706
vbanada@ph.lacounty.gov
TEL (626) 430-5381 • FAX (626) 813-3016

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 52584 MAP DATE: July 19, 2016

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

FINAL MAP
CONDITIONS OF APPROVAL

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. A copy of the Final Map shall be submitted to the Fire Department for review and approval prior to recordation.

3. The private access within the development shall be indicated as "Private Driveway" on the Final Map. The required fire apparatus access, the fire lanes and turnarounds, shall be labeled as "Fire Lane" on the Final Map. Any proposed parking area, walkway, or other amenities within the private driveway shall be outside the required fire lane. Clearly delineate on the Final Map and submit to the Fire Department for approval.

4. A construct bond is required for all private driveways within this development. Provide written verification of the posted construction bond to the Fire Department prior to Final Map clearance.

5. Submit a Preliminary Water Design Report, or equivalent, from Los Angeles County Waterworks District Number 36 for the proposed water line extension within this development confirming the design will meet the Fire Department's minimum fire flow requirement. Submit a copy for review prior to Final Map clearance.

6. Provide written verification stating the required fire hydrants have been installed or bonded for in lieu of installation prior to Final Map clearance.

Reviewed by: Juan Padilla Date: August 17, 2016

7. Any proposed alternate surface on any fire lane shall be capable to support a live load of 75,000 pounds. Provide construction detail on the load capacity of the alternate surface product to be used and a note on the architectural plans so the Fire Department can verification for compliance prior to building permit issuance.

8. Any proposed bridges and elevated crossing shall be constructed and maintained in accordance with AASHTO HB-17 and designed to support a live load of 75,000 pounds as specified in the County of Los Angeles Fire Code and to the satisfaction of the Department of Public Works. Verification for compliance will be performed during the architectural plan review prior to building permit issuance.

9. 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 20 feet when fully open. Verification for compliance will be performed during the architectural plan review prior to building permit issuance.

10. All proposed roundabout shall provide a minimum unobstructed width of 20 feet between all raised medians/obstacles in order to provide adequate fire apparatus access. Additional access width may be required if the roundabout is within for a commercial and high density residential planning area. Verification for compliance will be performed during the architectural plan review prior to building permit issuance.

11. The proposed Park sites shall provide a minimum paved fire lane width of 26' for circulation purposes. Access compliance will be performed when the final design plans are submitted to the Fire Department for review as architectural drawings or revised Exhibit A prior to building permit issuance.

12. The proposed Water Tanks Lot shall provide a minimum unobstructed access road width of 15 feet with an all-weather access surface. The required width and surface for the access road will have to be accepted by the jurisdictional water company. Verification for compliance will be performed during the Fire Department review of the architectural plan prior to building permit issuance.

13. Install **52** Residential public fire hydrants and install **1** Commercial public fire hydrant for this development. The required fire hydrants are plotted on the Tentative Map, copy is located in the Fire Department file. The location might change depending on the requirements by the jurisdiction water company.

14. All 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.

15. The required fire flow from the Residential public fire hydrants for this development, if the future single family dwellings are less than 3,600 total square feet, is **1250** gallons per minute at 20 psi for a duration of 2 hours, over and above maximum daily domestic demand.

16. If the future single family dwellings are 3,601 total square feet or greater, the required fire flow from the Residential public fire hydrants for this development can be up to **4000** gallons per minute at 20 psi for a duration of 4 hours, over and above maximum daily domestic demand. This fire flow may be reduced by the Fire Prevention Engineering Section as approved during the building permit review process.

17. The required fire flow from the Commercial public fire hydrant for the Recreation Center building can be up to **1500** gallons per minute at 20 psi for a duration of 2 hours, over and above maximum daily domestic demand. The required fire flow may be reduced by the Fire Department during the architectural plan review process prior to building permit issuance.

18. All required fire hydrants shall be installed, tested, and accepted prior to construction. Vehicular access must be provided and maintained serviceable throughout construction to all required fire hydrants.

19. Parking shall be restricted 30 feet adjacent to any required public or private 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.

20. 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.

21. All proposed gates, both vehicular and pedestrian gates, shall comply with the Fire Department's Regulation 5. Verification for compliance will be performed during final inspection of the gate prior to occupancy.

22. 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.

23. All proposed streets and 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 # 52584	DRP Map Date: 07/20/2016	SCM Date: / /		Report Date: 08/16/2016
Park Planning Area # 35B	CASTAIC/VAL VERDE	CSD: Castaic		Map Type: REV. (REV RECD)

Total Units **497** = Proposed Units **497** + Exempt Units **0**

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:	**5.11**
IN-LIEU FEES:	**$1,013,257**

Conditions of the map approval:

The park obligation for this development will be met by:

The dedication of 5.28 acres for public park purposes.
Conditions of approval attached to report.

Trails:

See also attached Trail Report.

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, Chief of Planning

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LOS ANGELES COUNTY
DEPARTMENT OF PARKS AND RECREATION

PARK OBLIGATION WORKSHEET

Tentative Map # 52584	DRP Map Date: 07/20/2016	SMC Date: / /	Report Date: 08/16/2016
Park Planning Area # 35B	CASTAIC/VAL VERDE	CSD: Castaic	Map Type: REV. (REV RECD)

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

(P)eople 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 **497** = Proposed Units **497** + Exempt Units **0**

	People*	Ratio 3.0 Acres / 1000 People	Number of Units	Acre Obligation
Detached S.F. Units	3.43	0.0030	497	5.11
M.F. < 5 Units	2.95	0.0030	0	0.00
M.F. >= 5 Units	2.45	0.0030	0	0.00
Mobile Units	2.80	0.0030	0	0.00
Exempt Units			0	
			Total Acre Obligation =	5.11

Park Planning Area = **35B CASTAIC/VAL VERDE**

Ratio	Acre Obligation	RLV / Acre	In-Lieu Base Fee
@(0.0030)	5.11	$198,289	**$1,013,257**

Lot #	Provided Space	Provided Acres	Credit (%)	Acre Credit	Land
511	Public Park	5.28	100.00%	5.28	Public
			Total Provided Acre Credit:	**5.28**	

Acre Obligation	Public Land Crdt.	Priv. Land Crdt.	Net Obligation	RLV / Acre	In-Lieu Fee Due
5.11	5.28	0.00	-0.17	$198,289	**$0**

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COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Parks Make Life Better!"
John Wicker, Director

August 16, 2016

Mr. Steven Jones, AICP
Principal Regional Planning Assistant
Department of Regional Planning
320 West Temple Street
Los Angeles, California 90012

Dear Mr. Jones:

VESTING TENTATIVE TRACT MAP (VTTM) 52584 (LOS VALLES)
PARK AND TRAIL CONDITIONS OF MAP APPROVAL P
REGIONAL PLANNING MAP DATED JULY 19, 2016

This letter details the Department of Parks and Recreation (Department)'s park and trail conditions of map approval for the above map.

PARK CONDITIONS

As shown in the attached Park Obligation Report, the basic Quimby park land obligation for this proposed residential subdivision is 5.13 net acres (maximum slope 3%). For details, see attached Park Obligation Report and Worksheet. The Subdivider is proposing to include one public park as part of the subdivision: Lot 511 (5.28 net acres). The Department recommends that the Subdivider develop and then convey to the County the public park provided that the site is deemed acceptable after a review of the required submittals listed below. For detailed requirements for pre-public hearing submittals referenced in the following conditions, please refer to the Public Park Checklist of Required Submittals attached to this report.

1. Subdivider shall convey to the County a developed, 5.28 net-acre Public Park ("the Public Park"), shown on Lot 511 within the Vesting Tract Map No. 52584.

2. The Public Park shall contain the following improvements which are listed in the Facility Program that was approved in July 2015: Parking lot, restroom building, children's play areas for ages 2-5 and 5-12, group picnic shelter, walking path, benches, open turf play area, landscaping, and signage.

3. The following off-site improvements to the Public Park shall be provided without receiving Quimby credit: full street improvements and utilities/utility connections, including, but not limited to curbs, gutters, relocation of existing public utility facilities, street paving, traffic control devices, public trees, public streets and sidewalks. Utility types, sizes, and locations shall be to the satisfaction of the Department. Utilities shall include water meter and utility lines (electricity, gas, sewer and telephone).

4. Prior to the Department clearing the first final (unit) map containing housing, Subdivider shall enter into a Park Development Agreement (PDA) and post Faithful Performance and Labor and Materials bonds with the Department to cover design and construction of the Public Park in accordance with updated costs estimates for the park. The PDA shall be substantially similar in form and content to the PDA approved by the Board of Supervisors on November 15, 2011, and the content of the bonds shall be substantially similar in form and content to the bonds used by the Los Angeles County Department of Public Works (DPW). Bonds may need to be updated prior to construction commencement if contracted construction costs change. For more information, please refer to the link below: http://file.lacounty.gov/bos/supdocs/64684.pdf.

5. Prior to the Department clearing the first final (unit) map containing housing, and for the Public Park, Subdivider shall submit a critical path method (CPM) schedule ("Park Delivery Schedule"). Said schedule shall include design development submittals and submittals required for the various stages of construction document development, permits and approvals, park construction commencement and completion dates, ALTA title policy, deed preparation and review, and deed recordation. The Initial Park Delivery Schedule shall serve as the baseline for all activities. Subdivider shall update the Park Delivery Schedule on a monthly basis to show actual progress compared to planned progress and submit the updates to the Department on the first County business day of each month. If as a result of these monthly schedule updates it appears that the Park Delivery Schedule does not comply with the critical path, the Subdivider shall submit a Recovery Schedule as a revision to the Park Delivery Schedule showing how all work will be completed within the period for park delivery. In the event Subdivider fails to comply with this condition, the Department shall give written notice to Subdivider requesting submittal of the delinquent schedule update. Notice shall be deemed given when deposited in the U.S. Post Office or reliable over-night courier; postage prepaid, addressed to Subdivider, or by personal delivery to Subdivider's relevant address set forth in the PDA. If the requested update is not received within thirty (30) days after such notice is given, the Department will withhold further clearance of unit maps until the delinquent schedule update is received.

6. Lot 511, Public Park:

   a. Subdivider shall enter into a PDA, post bonds, and submit a Park Delivery Schedule prior to the Department clearing the first unit (final) map containing housing.

   b. Subdivider shall commence Public Park construction prior to the County issuing the 200th residential building permit and complete park construction and convey the park to the County 14 months after construction commencement. Commencing when the first residential building permit is issued, Subdivider shall submit monthly reports to the Department that identify for each unit map the number of residential units for which building permits were issued ("permitted units") for the month and cumulative to date, and which relate permitted units to owner, building number, building type (e.g., single family home, condominium, apartment) and lot number. The monthly reports are due on the first County business day of each month until the park is conveyed to the County. Failure to provide the Department with a report or to commence construction prior to the 200th residential building permit, or to convey the park to the County prior to the 400th residential building permit will result in the Department requesting the Department of Public Works, to withhold further issuance of residential building permits until the respective report is received or park construction is commenced, or the park is conveyed to the County.

   c. Construction commencement is defined as the Subdivider starts precise grading and/or installing utilities for the Public Park.

7. Whenever a final map having multiple residential units on one or more lots is submitted to the Department for clearance, it shall be accompanied by a letter/table signed by the engineer of record identifying each residential lot by the number and amount of residential units organized into the following categories.

   a. Single-Family (SF) detached units (includes detached condominium product);

   b. Multi-family dwelling units, <5 units per building (duplex-, tri-plex-, four-plex-, and town-home product types, condominiums and apartments); and

   c. Multi-Family dwelling units, 5 or more units per building (townhomes, condominiums, apartments).

8. Subdivider shall submit park plans and specifications to the Department for review and approval during the design development stage (100%), fifty percent (50%), seventy five percent (75%), ninety percent (90%), and one hundred percent (100%) stages of construction document development. Specifications shall be in Construction Specification Institute (CSI) 8 ½-inch by 11-inch book format. Specifications and a grading plan (scale 1 inch = 40 feet or as required by the

Department) shall be submitted to the Department concurrent with the final grading plan submittal to DPW. The respective stage of each submittal shall be clearly labeled on the drawings and specifications. Plan submittals shall be made by giving the Department three (3) sets of drawings and a CD-ROM containing the drawings in AutoCAD format. The Department shall have twenty-one (21) County business days from receipt of any design/construction document submittal to review and approve it. If the Department does not respond within said time period, the submittal shall be deemed approved by the Department. Any corrections or changes made by the Department during review of one stage shall be incorporated into a revision of the current drawings and specifications and resubmitted for the Department's approval of the next said stage unless it is determined that the change is significant whereas the construction document would be resubmitted prior to permission by Department for Subdivider to proceed with the next stage. The Public Park shall be developed in accordance with park improvement plans approved by the Department, using standard construction activities and responsible contractors licensed by the State of California to perform this type of work. Sole responsibility for completion of the park improvements, and payment of all costs incurred, lies with the Subdivider.

9. Subdivider shall obtain all applicable jurisdictional approvals, comply with all applicable federal, state, and local laws, rules, codes, and regulations; obtain, coordinate and pay for all studies, permits, fees and agency inspections required to design and build the Public Park; provide one (1) copy of all studies, permits, inspection reports, and written approvals to the Department's representative; provide the County with certification that the playground(s) constructed in the Public Park meet American Society for Testing and Materials (ASTM) standards, United States Consumer Product Safety Commission (USCPSC) standards, and all State of California accessibility playground guidelines. Playground certification shall be met by providing a satisfactory report from a third party independent auditor that holds a current certification as a Playground Safety Inspector in good standing by the National Playground Safety Institute.

10. Subdivider shall designate and identify a project manager who will oversee design and construction of the Public Park. The project manager shall communicate by providing written documentation via facsimile or mail to County's representative and abide by County's requirements and direction to ensure acceptable park completion; provide the County with reasonable access to the Public Park site and the park improvements for inspection purposes and at a minimum initiate and coordinate the following inspections and approvals during the course of construction with not less than two County business days advanced notice of any request for inspection or approval: (1) contractor orientation/pre-construction meeting; (2) construction staking and layout; (3) progress/installation inspections to be scheduled on a weekly basis or as required to insure conformance with construction documents; (4) irrigation mainline and equipment layout; (5) irrigation pressure test; (6) irrigation coverage

test; (7) weed abatement after abatement cycle, to review degree of kill; (8) plant material approval; (9) plant material/Hydroseed/pre-maintenance inspection; (10) substantial completion and commencement of maintenance period; (11) final walk through and acceptance. Continued work without inspection and approval shall make Subdivider and its subcontractors solely responsible for any and all expenses incurred for required changes or modifications. County reserves the right to reject all work not approved in conformance with this condition.

11. Subdivider shall provide the Department with written Notice of Construction Commencement for the Public Park site. Construction Commencement is defined as when the Subdivider starts installing utilities for the Public Park. The Construction Phase is defined as the period of time from said notice to the date the Department issues its Notice of Acceptance of Completed Park Improvements, inclusive of the 90-day plant establishment period. Upon completing park construction, and obtaining final sign off from DPW on all code compliance issues, notify the Department in writing by submitting a Notice of Completion of Park Construction. Within thirty (30) days after receipt of said notice, Department shall inspect the park and reasonably determine whether or not the park improvements have been constructed in accordance with the construction documents, and to a level of quality and workmanship for the Department to issue its Notice of Acceptance of Completed Park Improvements. If park construction is unacceptable, within fifteen (15) County business days after inspection, Department shall provide Subdivider with a list of items that need to be corrected, after receipt of said list, in order for the Department to issue its Notice of Acceptance of Completed Park Improvements, or issuance of said notice will be delayed until the items on the list are corrected.

12. Upon Department's Notice of Acceptance of Completed Park Improvements, Subdivider shall provide the Department with two (2) sets of record drawings, maintenance manuals, and irrigation controller charts, and contact information for utility companies and utility account codes in order for the Department to request timely transfer of utilities serving the Public Park. These documents shall also be submitted on a CD-ROM with the drawings in AutoCAD format.

13. Subdivider shall convey the Public Park by recordable grant deed showing the fee vested with the County of Los Angeles, and free of all encumbrances except those not interfering with the use of the property for park or recreational purposes. Subdivider's designated title company shall provide the County with an ALTA title policy and survey and shall record the park deed simultaneously to County's acceptance of the park improvements, as evidenced by the County's issuance of a Certificate of Acceptance for the Public Park, and shall deliver the recorded deed to the Chief Executive Office - Real Estate Division, Property Management Section, 222 South Hill Street, Third Floor, Los Angeles, CA 90012.

14. Any major change proposed by the Subdivider to the Public Park's size (not more than a variance of two (2) acres), shape, location, or terrain as shown on the approved tentative tract or parcel map, or to the schematic design approved by the Department's Design Review Committee, shall be deemed a revision of the tentative tract or parcel map and shall require the filing of a revised map, as described in Los Angeles County Code Section 21.62.030.

TRAIL CONDITIONS

The Department is requiring the Subdivider to dedicate a sixteen foot wide multi-use (hiking, equestrian, and mountain biking) easement and construct a variable-width seven (7) to ten (10) foot wide trail within said easement. The location of the proposed Hasley Canyon Trail (Trail) alignment, as shown on map is acceptable to the Department.

The Department's trail conditions of map approval are as follows:

1. Subdivider shall dedicate to the County of Los Angeles a sixteen-foot (16') wide Hasley Canyon Multi-Use Trail easement, as shown within the proposed open space lots 524 and 525 on map sheet five (5) of eight (8) and map sheet eight (8) of eight (8).

2. Subdivider is responsible to construct a variable-width seven (7) to ten-foot (10') wide "natural-surface" trail within said easement. See Trail Classification Guidelines for "Natural Trail 1" within Section 4.3.1 of the County of Los Angeles Trails Manual (Trails Manual) at www.trails.lacounty.gov/Documents.

3. Full public access shall be provided for the regional multi-use trail.

4. Trail Easement dedications shall be outside the public road right-of-way.

5. Prior to project grading, the Subdivider shall:

   a. Submit grading plans to the Department with detailed grading information for the Hasley Canyon Trail. The detailed grading information for trail construction shall conform to the County Trails Manual Section 4 and any applicable County codes, but not limited to the following:

      i. Cross slope gradients not to exceed four percent (4%) with two percent (2%) preferred, and longitudinal (running) slope gradients not-to-exceed twelve percent (12%) for more than fifty feet (50').

      ii. Typical trail section and details to include:

- Width and name of trail
- Longitudinal (running) gradients
- Cross slope gradients

iii. Bush hammer (or equivalent) finish at minimum width of eight (8') feet for roadway trail crossings at all concrete surfaces.

iv. Appropriate fencing where deemed necessary, for trail user safety, as approved in writing by the Department.

v. Any streetlight pole(s) must have cross-walk activation buttons at two (2) heights to accommodate both pedestrian and equestrian traffic. Request coordination with Public Works to address crosswalk design standards.

vi. Any mid-point trail street crossings must be approved by the Department of Public Works.

6. After project and trail grading approvals, but prior to building permit issuance, the Subdivider shall:

   a. Submit a preliminary construction schedule showing milestones for completing the Trail. Provide updated trail construction schedules to the Department on a monthly basis.

   b. Stake the centerline of the Trail and then schedule a site meeting with the Department's Trails Section for trail alignment inspection and approval.

7. Subdivider shall design and construct the specified width of trail within the sixteen foot (16') dedicated easement in a manner consistent with the Trails Manual. The Trails Manual is available online at www.trails.lacounty.gov/Documents. Significant deviation from the design guidelines in the Trails Manual must be reviewed and approved by the Department.

8. Subdivider shall notify the Department within five (5) business days of completion of trail construction including installation of all required amenities for a Final Inspection Trail Walk to ensure the Trail has been constructed in compliance with the Trails Manual design guidelines. Any portions of the constructed Trail not approved, shall be corrected and brought into compliance with the trail design guidelines within thirty (30) calendar days. The Subdivider shall then call the Department to schedule another site inspection.

9. Prior to the Department's final acceptance of the constructed trail alignment for the Hasley Canyon Trail, the Subdivider shall:

   a. Submit electronic copies on CD or DVD (AutoCAD) of the as-built Trail, grading and construction drawings to the Department's Trails Planning Section.
   b. Submit a letter to the Department requesting acceptance of the dedicated constructed trail. The Department will issue a trail acceptance letter only after receiving: 1) A written request for final trail approval and; 2) As-built trail drawings.

If you have any questions regarding the park conditions, please contact Loretta Quach of my staff at (213) 351-5120 or lquach@parks.lacounty.gov. For questions regarding the trail comments, please contact Robert Ettleman at (213) 351-5134 or by e-mail at rettleman@parks.lacounty.gov

Sincerely,

for

Kathline J. King
Chief of Planning

KK:LQ:RE:or 52584 Park and Trail Conditions

Attachments

c: iStar (A. Barrett)
Land Design Consultants (C. Gilman)
CEO/RED (R. Hernandez)
Parks and Recreation (J. Gargan, N. E. Garcia, J. Smith, C. Lau, L. Quach, S. Kleinknecht, J. McCarthy, F. Moreno, R. Ettleman)

Los Angeles County Department of Parks and Recreation

SUBDIVISION MAP REVIEW
TENTATIVE MAP STAGE – PRE-PUBLIC HEARING
PUBLIC PARK CHECKLIST OF REQUIRED SUBMITTALS

When proposing a public park, please submit the following items to the Department of Parks and Recreation (Department) for the Department's clearance for the public hearing stage. Include an electronic file (PDF) for each submittal:

☐ **PARK SITE GRADING PLAN** – Provide a small scale (1" = 40') drawing that shows park lot boundary lines and the proposed limits of grading to achieve the level (net acreage: maximum slope 3%) pad upon which the park will be developed. Note the net acreage, the park's lot number, and identify land use adjacent to the park lot. Include a vicinity map insert showing the park in context to the subdivision and the subdivision's surrounding area. This submittal will be used by the Department when developing the Facility Program that will be given to the Subdivider to base the park's schematic design on.

☐ **PARK SCHEMATIC DESIGN** – Schematic design at scale 1" = 40' for proposed park(s) showing proposed improvements, their relationships, and space requirements. Submit this plan on sheets 24" x 36" in size or larger and include the following information:

- Gross Acreage Notation;
- Net Acreage (maximum slope 3%) Notation and limits of grading line for net acreage;
- Park Site(s) Lot Number(s)
- Park Lot Boundary Lines;
- Layout of Park Improvements;
- Owner and Consultant/Designer Information and Drawing Date;
- Pertinent topographical features;
- Hazard Zone Information (flood plains, seismic set back zones etc.);
- Easements(s) or Rights-of-Way Lines (including conservation easements) – existing and proposed;
- Trails and Staging Area(s);
- Names of Adjacent Streets;
- Graphic Scale (1" = 40');
- North Arrow; and
- Legend of Improvements and Symbols;
- Parking Space Calculation Table showing: 1) total number of parking spaces required by Section 22.52.1175 of the Los Angeles County Code; 2) total number of parking spaces provided; and 3) number of handicapped accessible spaces.

The Park Schematic Design must be reviewed and approved by the Department's Design Review Committee (DRC).

☐ **PARK EXHIBIT MAP (Include as sheet to the Tentative Map/C.U.P Exhibit A): This is the DRC-approved Schematic Design converted into a line—preferably CAD—drawing.**

☐ **PHASING MAP, EXHIBIT & TABLE (Include as a sheet to the Tentative Map)** – Map must show each phase and related unit map numbers. Include a table which shows for each unit map, the number of residential units in column form for each of the following categories:

- Single-family detached;
- Multi-family dwelling units, less than 5 units per building;
- Multi-family dwelling units, 5 or more units per building;
- Total number of residential units in each column category; and
- Cumulative total for all units combined (phase-to-phase running total amount of units), and projected recordation dates of each unit map.

Los Angeles County Department of Parks and Recreation

SUBDIVISION MAP REVIEW
TENTATIVE MAP STAGE – PRE-PUBLIC HEARING
PUBLIC PARK CHECKLIST OF REQUIRED SUBMITTALS

- ☐ **SCHEMATIC DESIGN LEVEL COST ESTIMATE** – Provide schematic design level cost estimate to design and build the proposed park(s).

- ☐ **PHASE I ENVIRONMENTAL SITE ASSESSMENT (ESA)** – Submit one (1) hardcopy of the ESA and a CD-ROM containing the report. The ESA must:
  - Be prepared for each proposed public park site by a State of California Registered Professional Geologist or Registered Civil Engineer;
  - Meet all current Environmental Protection Agency (EPA) requirements;
  - Meet ASTM E1527-05 or current standards; and
  - Be less than one year old.

  Submit copies of all existing Phase I, Phase II ESAs, and Phase III Site Remediation Reports for each park site and/or for the proposed land subdivision.

- ☐ **GEOTECHNICAL REPORT** – The Department will request Public Works' Geotechnical and Engineering Division to review the geotechnical report that the applicant submits to Public Works to determine the geotechnical stability of each proposed park site.

- ☐ **PRELIMINARY TITLE REPORT** – Submit a preliminary title report on the park site(s) and copies of all existing easements affecting the park site.

- ☐ **COPIES OF ALL EASEMENT DOCUMENTS AFFECTING PARK SITE(S)** – Submit copies of all recorded easements or other encumbrances affecting the proposed park site(s) with a notation on the Park Exhibit Map stating Subdivider's intent to coordinate the quit claim of particular easements with the Chief Executive Office's Real Estate Division.

- ☐ **LETTER FROM SCHOOL DISTRICT** (if applicable) – Submit a letter from the school district serving the proposed subdivision that certifies that the school sited adjacent to the proposed public park can meet its recreational requirement without using land dedicated for park purposes.

ENTITLEMENTS REQUESTED

- Revised Vesting Tentative Tract Map to create 497 single-family residence lots, one (1) public park lot, 12 private recreation lots, 16 open space lots, 12 public facility lots, 21 private street lots, one (1) water tank lot, one (1) booster station lot and three (3) pedestrian access lots (564 total lots) on 430.4 gross acres, pursuant to County Code Section 21.38.010.
- Variance (VAR) to authorize development within the crests of significant ridgelines pursuant to County Code Section 22.56.260.
- Conditional Use Permit (CUP) to authorize a density-controlled development in Zone A-2-2, for grading involving a volume of earth material greater than 100,000 cubic yards including exempt grading on a significant ridgeline, within the crest of such ridgeline, pursuant to County Code Sections 22.56.205, 22.56.217, 22.24.150 and 22.44.137.D.6.c.
- Oak Tree Permit to authorize the encroachment into the protected zone of one non-heritage oak and the removal of one oak tree, pursuant to County Code Section 22.56.2060.

PROJECT DESCRIPTION

The applicant proposes to develop 497 single-family residence lots and associated supporting infrastructure including local roadways, an 850,000-gallon water tank and a pump station, storm drain maintenance lots, and a public park, private recreation and open space lots within a 430.4-acre site. The proposed residential lots would occupy approximately 144.1 acres of the site. The project would require approximately 3,956,920 cubic yards of cut material, 3,956,920 cubic yards of fill material (7,913,840 cubic yards total), with all cut material being used as fill material to balance the site. The remaining improved areas of the site would include 1.71 acres for the water tank/pump station, 8.07 acres of storm drain maintenance lots, and 53.16 acres of public streets, private and future street lots and private drive and fire lane lots. On-site developed-area drainage would be diverted to filtration ponds prior to discharge into the Santa Clara River.

The project applicant proposes to widen and improve the segment of Hasley Canyon Road that traverses the southern boundary of the project site in accordance with the approved alignment of the road; the improvements also will be consistent with the County's designation of the roadway as an existing Secondary Highway.

The applicant also proposes the preservation of approximately 185.60 acres of undeveloped, natural area around the outer portions of the site. A total of 223.33 acres of open space, to include the public park and private recreation areas developed as pocket parks, paseos, a private recreation center and areas planted with an orchard and vineyard, is proposed.

MAP DESCRIPTION

The revised vesting tentative tract map depicts the proposed 497 residential lots centered on approximately 144.1 acres of the 430.4-acre project site. In accordance with the Castaic Area Community Standards District (CSD), the minimum area of the residential lots is 7,000 square feet and range in size up to 16,700 square feet. A system of public streets would connect the developed area to Hasley Canyon Road to the south, Barcelona Drive to the north and Hayward Drive to the east. At least five (5) gated private driveways/fire lane lots are proposed to extend from Los Valles and Barcelona Drives, throughout the project site.

A 16-foot-wide trail easement for full public access would be dedicated to the County as regional Hasley Canyon multi-use trail within the proposed open space lots 524 and 525. The applicant has agreed to construct a variable-width seven (7) to ten (10) foot wide "natural surface" trail consistent with the Trail Classification Guidelines for "Natural Trail 1" of the County of Los Angeles Trails Manual. This would be in addition to HOA-maintained trails throughout the private recreation and open space lots.

EXISTING ZONING

The subject property is zoned A-2-2 (Heavy Agricultural—Two Acre Minimum Required Lot Area), M-1.5-DP (Restricted Heavy Manufacturing Development Program) and RPD-5,000-2.8U (Residential Planned Development – 5,000 Square Foot Minimum Required Area, 2.8 Dwelling Units Per Acre).

Surrounding properties are zoned as follows:

North: R-1 (Single Family Residence) and R-1-5,000 (Single Family Residence – 5,000 Square Foot Minimum Required Lot Area)
South: A-2-2 and M-1.5-DP (Restricted Heavy Manufacturing, Development Program)
East: RPD-5,000-2.8U (Residential Planned Development, 5,000 Square Foot Minimum Required Lot Area, 2.8 Dwelling Units Per Net Acre), O-S (Open Space)
West: A-2-2

EXISTING LAND USES

The subject property consists of undeveloped, partially graded, hilly terrain with moderate to steep variations in slope. Mapped significant ridgelines and protected oaks exist on the site. The site is located along Hasley Canyon Road in the Val Verde area of the Santa Clarita Valley. Access to the project site is via Interstate 5 (I-5) located east of the site. Local access is provided via Hasley Canyon Road, a Secondary Highway, Hayward Drive and Barcelona Road, which are residential neighborhood public streets.

Single-family residential communities bound the project site to the north and east. The areas to the south and west of the site are mostly single-family residences and

undeveloped land with moderate to steep variations in topography, industrial uses, open space and Hasley Canyon Road.

Surrounding properties are developed as follows:
North: Single family residences (Hillcrest Park neighborhood) and open space.
South: Hasley Canyon Road, undeveloped land, Industrial uses and open space.
East: Single family residences.
West: Single family residences, undeveloped land

PREVIOUS CASES/ZONING HISTORY
The site is currently vacant. Oil wells, presently abandoned, are located on portions of the site. A golf course was present on the site from 1963 until approximately the early 1980's. The former golf course pro shop building was later used as an office and maintenance shop by Alabama Essential Oil. Approximately three (3) mobile homes were used by the golf course in the early 1980's.

A portion of the site was zoned RPD-5,000-2.8U in 1990. On September 17, 1991, the adoption of zone change ordinance ZC86106 rezoned a portion of the site to M-1 ½- DP. The areas of the site affected by those zone changes are proposed to be open space or a portion of the public facility lot and would not be affected by permitted uses and/or development standards as open space and the public facility lot(s) are permanent in perpetuity. No conflicting land uses would be allowed to be developed.

In 2002, the County approved Vesting Tentative Tract Map (VTTM) No. 52584 and Conditional Use Permit (CUP)/Oak Tree Permit (OTP) Nos. 98-034 which authorized the development of 209 single family residence lots and a private 243-acre golf course on the site.

ENVIRONMENTAL DETERMINATION
The Los Angeles County (County) Department of Regional Planning has determined by way of an Initial Study and identified in the Notice of Preparation sent to agencies, that an Environmental Impact Report (EIR) was necessary for the project. The areas of potential significant environmental impact addressed in the Draft EIR (DEIR) include the following:

- Aesthetics. The project would develop vacant land and change a significant ridgeline with 497 single family residences, private recreation, a public park and open space including an orchard and vineyard. The applicant would be required to file lighting and landscaping plans with the County of Los Angeles Department of Regional Planning for review and approval, consistent with the County's established codes and procedures. Open space and recreational areas and landscaping would limit the views of the project site to mitigate this impact to less

than significant. Development activity near the westerly significant ridgeline on the site is limited to grading necessary for the road that provides connectivity to the existing neighborhoods, open space and recreation and to repair prior sand and mining operation conditioned in connection with prior authorized development.

- Biological Resources. The Oak tree removal would be mitigated by 2:1 replacement, and impacts to plants and animals would be mitigated to less than significant through implementation of biological mitigation measures.

- Cultural and Paleontological Resources. Significant archaeological and paleontological resources and human remains have not been found to be present on the site, nevertheless mitigation measures are included to properly address said resources and remains in the event they are discovered during construction.

- Energy. The project would be required to incorporate energy conservation features and comply with State and Federal energy reduction goals and objectives as required by the various local governing codes and regulations (e.g., Title 24 and the County's Green Building Standards). Any cumulative impacts associated with energy consumption would be mitigated by project compliance with required regulatory design standards in addition to compliance with applicable mitigation measures.

- Geology and Soils. The project does not contain any known active faults and is not within an Alquist-Priolo Earthquake Fault Zone. Any seismic ground shaking, areas of potential liquefaction, landslides, or subsidence would be mitigated by project compliance with required seismic and other regulatory design standards.

- Greenhouse Gas Emissions. Qualitative analysis has demonstrated that the project is consistent with the County of Los Angeles' Community Climate Action Plan (CCAP), establishing that the project will have no significant cumulative impact for GHG emissions. As the previous project's EIR did not evaluate greenhouse emissions, this analysis allows one to understand the differences between this project and alternatives and their similarities and differences. Local actions in the CCAP include, among other things, green building and energy, land conservation and tree planting. The project is proposed to be constructed with Title 24, green building requirements and Title 31, low impact development statutes. The project proposes to use high efficacy lamps and lights to help combat the impact.

- Hazards and Hazardous Materials. Handling of hazardous materials during construction and operation of the project would be mitigated to less than significant through regulatory compliance and compliance with mitigation measures to

manage underground storage tanks, abandoned oil wells, asbestos and lead paint removal, handling of various chemicals and debris, and providing defined emergency response procedures.

- Hydrology. Project design in compliance with regulatory requirements includes numerous debris basins, best management practices for controlling construction runoff and stormwater runoff and potential mudflows during operations, plus applicable, implemented project design features which would reduce hydrology impacts to less than significant.

- Water Quality. No mitigation would be required for these items beyond compliance with regulatory standards. Best management practices required by compliance with regulatory standards achieve low impact development measures to ensure protection of water runoff during construction and operation of the project.

- Land Use and Planning. The project is consistent with regional plans and with the County's Santa Clarita Valley Area Plan One Valley One Vision 2012 (SCVAP 2012) and complies with the County Zoning and Subdivision ordinances including the Castaic Community Standards District development standards. No mitigation is required.

- Public Services. Potential impacts to Fire and Sheriff's protection, libraries and schools would be mitigated by payment of required mitigation fees. A public park would be provided. Fire protection would be ensured by regulatory compliance for the provision of emergency access and required Fire Department notification during construction and operations. Implementation of mitigation measures for security and safety issues would reduce potential impacts to public services to less than significant.

- Transportation, Traffic and Access. Increased traffic impacts would be fully mitigated by the mitigation measure for Hasley Canyon Road and the main project site entrance intersection improvements including road, signalization if warranted, access, right-of-way and other traffic-related improvements.

- Utilities and Service Systems. Impacts to water supply and service, wastewater disposal, and natural gas and electricity energy supply would be less than significant by compliance with regulatory requirements including required energy and water conservation measures. A full Water Supply Assessment including multiple drought years is required and provided to confirm actual availability of adequate water supply.

As identified in the DEIR and as mentioned in the Findings of Fact and Statement of Overriding Consideration, the project would result in significant adverse impacts to the environment in the following areas:

- Air Quality. As analyzed in Section 5.2, Air Quality, the project would exceed South Coast Air Quality Management District (SCAQMD) regional emissions thresholds for NOx during the first three years of construction. The project would also result in localized construction impacts related to PM10, PM2.5, and NOx that would exceed thresholds. In addition to these project level impacts, the project would result in a cumulatively considerable increase in regional air quality construction during construction.

- Noise. As analyzed in Section 5.11, Noise, construction activities would result in significant and unavoidable impacts from off-road equipment, with internal combustion engines, mechanical functions, and contact with ground surfaces that generate noise. Use of the machines required to prepare the project site, including truck and construction worker trips, paving of streets, other infrastructure work, specifically the extension of Hayward Drive, and construction of development sites, could result in a range of 73 to 85 dB(A) of noise at 50-feet of distance. While these noise impacts would be temporary during authorized construction activity hours, they would exceed the County standards for construction longer than 10 days and would therefore result in significant and unavoidable noise impacts determined by regional decibels levels. Despite implementation of mitigation and regulatory compliance measures, impacts would temporarily be significant and unavoidable. With implementation of the mitigation and regulatory compliance measures, the project and operational cumulative impact would be reduced to less than significant.

- Solid Waste. As discussed in Section 5.15, Solid Waste, project construction activities could result in 36,072 tons of construction waste, prior to any recycling activities taking place. Compliance with the current 65 percent California Green Building Standards Code diversion rate would reduce the amount of projected construction waste. Operational impacts of the project's solid waste include approximately 1,384 tons per year. Therefore, the project could exceed the County's current sufficient landfill capacity through the year 2027. Until the County can adequately serve the need this impact would remain significant and unavoidable. No further mitigation is required for these services. Potential impacts to solid waste capacity would be mitigated by increased recycling requirements and identification of alternate landfill locations.

STAFF EVALUATION

General Plan/Community Plan Consistency

The project site is located within the H2 (Urban Residential 1) land use category of the 2012 Santa Clarita Valley Area Plan. This designation is intended for residential neighborhoods at densities that require urban services. Allowable uses include single-family homes and other residential uses at a maximum density of 2 dwelling units per 1 acre. The proposed revised tentative tract map to create 497 single-family residence lots, open space, a public park, private recreation and infrastructure in a clustered development pattern is a density-controlled development that preserves undisturbed open space for protection of natural features including primary and secondary ridgelines, resources including oaks with the exception of the previously graded significant ridgeline authorized under a previous permit prior to significant ridgeline designation. The use is therefore consistent with the permitted uses of the underlying land use category.

The project is consistent with all of the following applicable policies of the Community Plan:

Land Use Element:

- *Policy LU-1.1.3: Discourage urban sprawl into rural areas by limiting non-contiguous, "leap-frog" development outside of areas designated for urban use.*

  The project is located in an urbanized area served with infrastructure.

- *Policy LU-1.1.4: Preserve community character by maintaining natural features that act as natural boundaries between developed areas, including significant ridgelines, canyon, rivers and drainage courses, riparian areas, topographical features, habitat preserves, or other similar features, where appropriate.*

  The project maintains an open space around the developed portions of the site and protects the primary ridgeline on site from removal in deviation from the originally approved vesting tentative tract map.

- *Policy LU-1.1.5: Increase infill development and re-use of underutilized sites within and adjacent to developed urban areas to achieve maximum benefit from existing infrastructure and minimize loss of open space, through redesignation of vacant sites for higher density and mixed use.*

  SCVAP 2012 designated the site as urban, consistent with the existing pattern and character of the area development. The project is in keeping with the allowed density.

- *Policy LU-1.2.9: In Val Verde, protect the existing rural lifestyle and small town community character while providing residents with additional access to needed services; ensure compatibility between existing residential areas and the nearby landfill; and maintain community character in accordance with the County's Castaic Area Community Standards District.*

  The distinctive community character of villages and neighborhoods throughout the planning area that SCVAP 2012 calls for is established and maintained by meeting the allowed density. Project design features and conditions of approval will serve as appropriate design guidelines to uphold compatibility with the County's Castaic Area Community Standards District.

- *Policy LU-1.3.1: Encourage subdivision design techniques that reflect underlying physical topography or other unique physical features of the natural terrain.*

  The site topography generally consists of north-south to northeast-southwest trending moderate to steep ridgelines, while the eastern and central portions have been previously graded for single-family residence lot pads and infrastructure and as a result are generally level. Elevations from approximately 1,400 feet above mean sea level in the southern portion of the project site to approximately 1,700 feet above mean sea level in the north-central portion of the site. The topography of the project site dictates that streets are curvilinear in design, that there are terraced slopes and drains and that pads follow the physical geography of the land.

- *Policy LU-1.3.2: Substantially retain the integrity and natural grade elevations of significant natural ridgelines and prominent landforms that form the Valley's skyline backdrop.*

  Previously approved construction activity involved significant landform grading which has altered approximately 66 percent of the project site. A majority of the site has been disturbed, however, the western portion of the project has been conformed to follow the topography of the site. Contour grading, curvilinear street design, terraced drains and slopes, and related design features have been incorporated into the project as best management practices.

- *Policy LU-1.3.3: Discourage development on ridgelines and lands containing 50% slopes so that these areas are maintained as natural open space.*

  The project's single-family residence lots as well as other public and private lots avoid the primary ridgelines. The area around the crest of the primary ridgeline is proposed as open space and a road.

- *Policy LU-1.3.5: Encourage flexible siting and design techniques within hillside areas in order to preserve steep slopes or other unique physical features, including density-controlled development (clustering) in accordance with the provisions of the Zoning Ordinance, provided that all residential lots meet the minimum lot size requirements of a Community Standards District.*

  The project is clustered toward the previously disturbed areas of the site. Residential lot sizes range from 7,000 square feet to 16,700 square feet.

- *Policy LU-1.3.6: Encourage retention of natural drainage patterns and the preservation of significant riparian areas, both of which are commonly located in hillside areas.*

  The project is reflective of the natural terrain because of the contour grading. Where required, drainage patterns would be expanded to a condition that would reduce the degree of erosion.

- *Policy LU-3.1.4: Promote development of workforce housing to meet the needs of those employed in the Santa Clarita Valley.*

  Single-family residences are proposed on single-family residence lots. Implementation of the project would mean providing new housing on underutilized/graded land that will contribute to the housing needs for Santa Clarita Valley.

- *Policy LU-3.2.1: Require provision of adequate walkways in urban residential neighborhoods that provide safe and accessible connections to destinations such as schools, parks, and neighborhood commercial centers.*

  The project incorporates physical characteristics that would reduce vehicle trips and VMT and encourage alternative modes of transportation for residents including paseos, trails, trail-heads and connections to trails, sidewalks and a bus shelter location near the project's main entrance.

- *Policy LU-3.3.4: Evaluate service levels for law enforcement and fire protection as needed to ensure that adequate response times are maintained as new residential development is occupied.*

  Law enforcement covers an area of approximately 656 miles with a staff of 202. The addition of residents during and after project implementation requires the

payment of impact fees. Incorporation of design features including landscaping and lighting to aid in crime prevention. A new fire station (143) is located .3 mile away. Response times are expected to be between 7 seven and eight minutes.

- *Policy LU-3.3.5: Through the development review process, ensure that all new residential development is provided with adequate emergency access and that subdivision and site designs permit ready access by public safety personnel.*

  Revised exhibit "A's" are necessary to be filed with the Department of Regional Planning to affirm development standards, conditions of approval and mitigation measures are met.

- *Policy LU-3.3.6: Ensure adequate street-lighting in all urban residential neighborhoods, as appropriate for each community.*

  The project proposes to use solid-state LED high efficacy street lighting throughout the project's private streets.

- *Policy LU-3.3.7: Ensure adequate addressing in all residential neighborhoods for emergency response personnel.*

  Building address numbers are proposed to be lighted.

- *Policy LU-3.4.1: Promote the inclusion of green spaces, neighborhood parks, and other gathering places that allow neighbors to meet one another and encourage "eyes on the street" for safety purposes.*

  The project is a creation of pleasant neighborhoods that provide a high quality of life for residents by having a public park and private recreation areas throughout the development.

- *Policy LU-3.4.2: Ensure provision of street trees in urban residential areas where appropriate, to provide shade, comfort, and aesthetic enhancement.*

  Street trees will be required based on the linear frontage of each lot within the project.

- *Policy LU-3.4.3: Provide appropriate levels of code enforcement to ensure maintenance of neighborhoods in a clean, healthy and safe condition.*

The project areas, including many open space areas, will be maintained by the Homeowner's Association. The County of Los Angeles Department of Regional Planning Zoning Enforcement Section respond to complaints and requests for service for code enforcement violations.

- *Policy LU-3.4.8: Require architectural design treatment along all sides of new housing to promote continuity of architectural scale and rhythm and avoid the appearance of blank walls (360 degree enhancement).*

  The project proposes to incorporate design that is consistent with architectural quality when compared with existing surrounding residential uses. Materials used for home exteriors may include a mix of stucco, wood siding, or other similar materials and low reflective glass.

- *Policy LU-3.4.9: Encourage street cross-sections that locate landscaped parkways between the curb and the sidewalk to create a visually pleasing streetscape and provide pedestrian protection.*

  The project satisfies the requirements of the Healthy Design Ordinance and proposes landscaped parkways between the curbs and sidewalks of public street and private drives and fire lanes throughout the site.

- *Policy LU-5.1.2: Require connectivity between walkways and bikeways serving neighborhoods.*

  The project proposes to provide a network of sidewalks, paseos and trails that connect both the areas of the project, as well as the project with the existing neighborhoods.

- *Policy LU-5.1.3: Ensure that adequate bus turnouts, served by walkways and comfortable, safe, and convenient waiting facilities, are provided for transit users.*

  The entry to the project site is within a quarter mile of a bus stop, and extension of pedestrian, biking and multi-purpose trails provide additional alternatives to auto travel, and reduce VMTs (vehicle miles traveled) and VT's (vehicle trips).

- *Policy LU-6.1.3: Ensure that new development in hillside areas is designed to protect the scenic backdrop of foothills and canyons enjoyed by Santa Clarita Valley communities, through requiring compatible hillside management techniques that may include but are not limited to density-controlled development (clustering) subject to the limitations in Policy LU-1.3.5; contouring and landform grading;*

revegetation with native plants; limited site disturbance; avoidance of tall retaining and build-up walls; use of stepped pads; and other techniques as deemed appropriate.

The proposed single-family residence lots are depicted in a clustered-like design with contour grading that follows the natural curves that remain after the authorized grading was initiated. Minimum grading is proposed in that a volume reduction is involved to create stepped-pads, avoiding tall retaining walls. A vineyard and orchard are proposed to revegetate portions of the site, creating an agrarian feel, softening the project view and serving as a buffer between Hasley Canyon Road and the industrial uses to the south.

- *Policy LU-6.2.2: Provide and enhance trail heads where appropriate with landscaping, seating, trash receptacles and information kiosks.*

  There are 4.5 miles of trails proposed to be constructed throughout the site with approximately 3,000 linear feet of public multi-purpose trails to provide a complete system and access to the local and regional trail system. Enhanced trailheads are also proposed to provide gathering points and connectivity to the local regional trail system.

- *Policy LU-6.3.1: Promote planting of street trees throughout urban areas in the Santa Clarita Valley.*

  The proposed parkways will include landscaping along internal roadways. Proposed community parkways will delineate individual neighborhood streets by use of unique street trees. Low water use groundcovers and grasses proposed to be used will provide an evergreen backdrop behind the curb. Parkways are proposed to be drip irrigated and planted with a combination of low water use groundcover and street trees.

- *Policy LU-6.3.2: Develop compatible landscape plans for major arterials traversing the Santa Clarita Valley, including landscaped medians and parkways, and implement these plans in both County and City of Santa Clarita areas, where feasible and appropriate based on right of way and other conditions.*

  The plant palette areas of the project include natural open space, transitional, hillside and transitional slopes, parkways, a vineyard and an orchard, and an open space meadow. The plant palette emphasizes drought tolerant and water-wise plants.

- *Policy LU-6.3.4: Require undergrounding of utility lines for new development where feasible, and plan for undergrounding of existing utility lines in conjunction with street improvement projects where economically feasible.*

  The proposed project will be required to underground all utility lines. Work undertaken on the site associated with the approved entitlements included substantial grading and trenching for utility lines.

- *Policy LU-7.1.1: Require shade trees within parking lots and adjacent to building to reduce the heat island effect, in consideration of Fire Department fuel modification restrictions.*

  Shade trees are proposed to be provided in the private recreation and public park parking lot areas, subject to the Fire Department restrictions.

- *Policy LU-7.1.2: Promote the use of solar panels and renewable energy sources in all projects.*

  Project design features include solar photovoltaics (PV) systems to be installed in the common areas and proposed private recreation clubhouse structure to help offset project energy use. PV systems are proposed to be an option for purchase with the construction of the proposed single-family residences.

- *Policy LU-7.2.3: Require that all new development proposals demonstrate a sufficient and sustainable water supply prior to approval.*

  The project proposes PV systems as well as energy efficient appliances, weatherization techniques and efficient cooling and heating systems to reduce energy demand stemming from new development. Greater energy efficiency in building and site design of projects would be met through County policies which require use of shade trees, promote the use of solar panels and encourage development of energy-efficient buildings. Development of the proposed lots would be expected to implement similar measures to reduce energy use.

- *Policy LU-7.3.1: Promote the use of permeable paving materials to allow infiltration of surface water into the water table.*

  Development places impervious/non-permeable materials over soils that had previously absorbed storm water. Once the impervious materials are placed over the soil, little direct infiltration occurs and runoff discharge increases. Because development does not typically completely cover the ground surface, portions of

each developed parcel (e.g., front, side, and rear yards, landscaping, open space, etc.) remain pervious to infiltration by storm water. The singe-family residential lots allows approximately 42 percent of the lot to infiltrate stormwater. The project proposes to comply with the prerequisite permeable paving requirements in CALGreen Section A4.106.4.

- *Policy LU-7.3.2: Maintain stormwater runoff onsite by directing drainage into rain gardens, natural landscaped swales, rain barrels, permeable areas and use of drainage areas as design elements, where feasible and reasonable.*

  The proposed project would alter the drainage pattern of the site as impervious surfaces would decrease the amount of clear flow runoff from and through the site. The proposed project design features, including the Homeowner Sustainability Stewardship Program, would reduce erosion and siltation during construction and operation. For proposed drainage systems, runoff from the project will be conveyed through underground stormwater conveyance infrastructure. Implementation of the design of the underground stormwater conveyance infrastructure would comply with the County of Los Angeles Department of Public Works (DPW) requirements for "Storm Drains and Urban Flood Protection" to minimize flood hazards. After grading and development, the resulting drainage areas would convey storm runoff through a series of desilting basins, catch basins, inlets and storm drains and continue to flow southerly towards Hasley Canyon Creek or southeasterly towards Castaic Creek.

- *Policy LU-7.3.4: Implement best management practices for erosion control throughout the construction and development process.*

  Best management practices (BMPs) are proposed to be implemented by the construction contractor to address erosion control.

- *Policy LU-7.4.1: Require the use of drought tolerant landscaping, native California plant materials, and evapotranspiration (smart) irrigation systems.*

  The project proposes approximately 185.60 acres of privately owned open space including approximately 123.25 acres of non-irrigated open space and/or open space landscaped with native vegetation. Grading is proposed to be minimized in order to preserve native vegetation.

- *Policy LU-7.4.2: Require the use of low-flow fixtures in all nonresidential development and residential development with five or more dwelling units, which may include but are not limited to water conserving shower heads, toilets,*

waterless urinals and motion-sensor faucets, and encourage use of such fixtures in building retrofits as appropriate.

Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) installed are proposed to comply with the prescriptive requirements for the applicable standards. CALGreen requires that indoor potable water use would be reduced by 20 percent through the use of water saving fixtures and or flow restrictors. The project proposes to, as part of its compliance with the County's requirements and the CALGreen Code, reduce indoor water usage through efficient water fixtures.

- *Policy LU-7.5.1: Ensure that all new development provides adequate space for recycling receptacles and bins on site.*

  The project is proposed to comply with Title 20, Chapter 20.87, of the Los Angeles County Code, Construction, and Demolition Debris Recycling. During project implementation, the applicant shall also provide a Construction and Demolition Debris Recycling and Reuse Plan to recycle, at a minimum, 65 percent of the construction and demolition debris. The Construction and Demolition Debris Recycling and Reuse will be required to be provided for review and approval, prior to the issuance of the grading permit.

- *Policy LU-7.5.2: Promote the use of recycled building materials.*

  Project implementation proposes to incorporate sustainable development principles, including energy efficiency, waste reduction, drought-tolerant landscaping, use of water efficiency measures, and use of recycled materials and renewable energy resources.

- *Policy LU-7.6.1: Limit outdoor lighting levels to the minimum needed for safety and security, and encourage lower lighting levels.*

  In 2012, the County adopted a Rural Outdoor Lighting District. The Rural Outdoor Lighting District includes regulations to conserve energy and resources and promote dark skies in rural areas, while permitting reasonable outdoor lighting for nighttime safety and security. The regulations include limitations on allowable light trespass, require full shielding of outdoor lighting, and impose maximum heights on light fixtures.

  The proposed Los Valles development would comply with the County of Los Angeles Rural Outdoor Lighting Ordinance (also known as the 'Dark Skies' Ordinance) which is applicable to development within the Castaic CSD.

Compliance with the measures would minimize the outward and upward migration of nighttime light.

- *Policy LU-7.6.2: Preserve habitat connectivity in site planning where feasible, and discourage the creation of open space islands surrounded by paving.*

  The nearest identified wildlife linkages to the project site are the San Gabriel – Castaic Connection to the east and the Santa Monica-Sierra Madre Connection to the west. The site and adjacent off-site parcels do not lie within the linkage designs for these connections and is surrounded on three sides by existing residential development. Existing vegetation is sparse on the site. Including in the already-graded areas. Portions of the site are unsuitable for local or regional wildlife movement as there is no cover or refuge. The resulting condition is that local wildlife can move on to or off of the site to utilize on-site resources that remain, but only from the west side. The site among existing development combined with the disturbed is not an important part of local or regional wildlife movement linkages.

- *Policy LU-7.6.3: Protect wildlife corridors through site design and appropriate land use designations, including mapped corridors and other corridors that may be identified through biological surveys.*

  The site design observes the existing character and pattern of development with the constraints of the existing grading and topography. As the site is surrounded by existing development, no existing wildlife corridor is present.

- *Policy LU 7.6.4: Encourage site designs that protect oak trees, hillsides, and biological resources through creative solutions.*

  A majority of the project site has been graded and remains in a disturbed state. However, some vegetation remains, including a confluence of Seasonal Riparian and Oak grassland plant communities including 22 native oak trees. One oak tree is proposed to be removed for implementation of the project. Any oak tree that is removed as a result of project implementation shall be replaced by a tree of the same species at a ratio determined by the County of Los Angeles, but a minimum ratio of 2:1. Including the removals of 24 trees previously authorize, and one removal request required for the implementation of the project, a total of 25 oak trees will be mitigated for, requiring a total of at least 50 replacement trees.

  Approximately 25 acres of hillside slopes are present on site. It is expected that these slopes would be planted with a combination of native and non-invasive species that require only limited irrigation. In these areas, it is expected the

irrigation system would be connected to soil moisture sensors that will require irrigation only when soil condition dictate that it is necessary. Contour grading, curvilinear street design, terraced drains, terraced slopes, and related project design features have been incorporated as project best management practices to protect the integrity of the hillside and natural resources.

- *Policy LU-9.1.1: Ensure construction of adequate infrastructure to meet the needs of new development prior to occupancy.*

  One of the project goals is to provide a project that can help to accommodate projected regional growth in a location that is designated for urban development under the SCVAP 2012 adjacent to existing and planned infrastructure, services, transportation corridors, and major employment centers.

  Project components include water infrastructure, including an 850,000 gallon water tank on a 1.55 acre lot, and approximately 6.19 acres of storm drain basins streets, on-site utilities, including a natural gas connection at the project site entrance along Hasley Canyon Road, and underground stormwater conveyance drainage systems allowing runoff from the project to be conveyed off-site. In addition to the water infrastructure improvements, additional off-site improvements are anticipated. Grading and restriping at the project entrance on Hasley Canyon Road are expected.

  The construction sequencing proposed begins with installation of the infrastructure after completion of the mass grading.

- *Policy LU-9.1.4: Develop and apply compatible standards within County and City of Santa Clarita areas for design and maintenance of utility infrastructure, in consideration of the character of each community.*

  The City of Santa Clarita and the County require undergrounding of utilities, where feasible. The project would also involve excavation of trenches (for underground utilities). Grading and trenching associated with infrastructure is expected to occur at a depth of up to two feet in accordance with County requirements.

- *Policy LU-9.2.2: Require that all new development mitigates its impact on existing sewer capacity by upgrading facilities when warranted or payment of a fee to allow construction of new facilities when needed.*

  The project is proposed to construct an onsite wastewater distribution system that would connect to existing sewer pipelines located in Hasley Canyon Road. Expansion of sewer system pipelines within the service area is funded through

connection fees assessed against users by the California Health and Safety Code. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the sewage system to accommodate a proposed project. This development would mitigate its impact with payment of fees.

- *Policy LU-9.2.5: Cooperate with the development community to allow reimbursement for the cost of constructed sewer facilities with a capacity that exceeds what would be required to mitigate a project's own sewer impact.*

  Prior to issuance of a grading permit, the applicant shall submit for review and approval an addendum to the sewer area study that provides flow data and flow calculations for manholes downstream from the project site. The applicant shall be responsible for upsizing any sewer reach determined to be of insufficient capacity as a result of the addition of project flow. Replacement of the affected pipe shall occur prior to operation of the project.

- *Policy LU-9.2.6: Coordinate to ensure that new development projects have agreed to mitigate both County and City of Santa Clarita sewer impacts prior to project approval.*

  Flows currently exceed design capacity for one reach, but are below 150 percent of capacity, which is generally the threshold LADWP uses to determine when a pipe needs to be replaced. The project impact mitigation shall be provided by the project responsible for the increased flow beyond the LADWP threshold.

Circulation Element:

- *Policy C-1.1.1: Reduce dependence on the automobile, particularly single-occupancy vehicle use, by providing safe and convenient access to transit, bikeways, and walkways.*

  Project objectives include development of the project near planned infrastructure, services, transportation corridors and major employment centers. Mobility objectives of the project include providing a safe, efficient, and aesthetically attractive street system with convenient connections to regional transportation routes. The proposed multi-use trail could be used for biking and a bus stop is located within a quarter mile of the site.

- *Policy C-2.1.2: Enhance connectivity of the roadway network to the extent feasible given the constraints of topography, existing development patterns, and*

environmental resources, by constructing grade separations and bridges; connecting discontinuous streets; extending secondary access into areas where needed; prohibiting gates on public streets; and other improvements as deemed appropriate based on traffic analysis.

The Project provides connectivity via Hasley Canyon Road and Hayward Drive and an easement from Hasley Canyon Road across the project site to the neighboring property to the west, providing connectivity as feasible in light of existing topography. The topography of the site makes the construction of straight streets in typical "block" formations infeasible from an engineering perspective. Contour grading, curvilinear street design, terraced drains, and terraced slopes have been incorporated as project best management practices.

- *Policy C-2.3.1: Enhance community appearance through landscaping, street lighting, street furniture, bus shelters and benches, and other aspects of streetscape design within the right-of-way, where appropriate.*

  The Castaic CSD is intended to ensure that new development will be compatible with the Castaic area's existing neighborhoods and with the goals of the SCVAP 2012. The Castaic CSD provides standards for streets, trails, neighborhood parks, hillside development, ridgeline protection, clustering, locally indigenous vegetation and oak tree removal, fencing, lighting, creek preservation and maintenance, and other infrastructure standards.

  The project has proposed to comply with the Castaic CSD by maintaining undisturbed open space, connecting trails, employing sensitive hillside design and continuing dark skies.

- *Policy C-2.3.4: Protect residential neighborhoods from cut-through traffic using local streets to avoid congested arterials, through use of street design and traffic control devices.*

  A large residential neighborhood known locally as Hillcrest Park is located to the north and on either side of Hillcrest Parkway. Low-density single-family residences and equestrian estate homes are located west and southwest of the project site and are interspersed among open space. The Val Verde community is located approximately 2.5 miles southwest. Further to the west, along Hasley Canyon Road, there is a mix of vacant, privately owned land and oil wells.

  A project objective is to provide an efficient street circulation system that minimizes impacts on residential neighborhoods and environmentally sensitive areas. Primary access to the site is proposed to be from Hasley Canyon Road

from the south with secondary access points provided from the extension of Barcelona Road from the north and Hayward Drive from the east.

The applicant would be required to monitor peak hour traffic volumes at the project intersection with Hasley Canyon Road to determine if future traffic volumes (and other factors determined by the Department of Public Works) will trigger the need for the installation of a traffic signal at the intersection.

Project site access is proposed to be from Hasley Canyon Road and would remain un-gated and available for public pedestrian and vehicular use. The installation of five access-controlled gates within the project site are proposed at the north (west, central, and east gates) and south (north and south gates) of Barcelona Road and would restrict vehicular (but not pedestrian) access; residents would be able to access the restricted portions of the site via five gated controlled access gates.

- *Policy C-2.5.2: Ensure that new development is provided with adequate emergency and/or secondary access for purposes of evacuation and emergency response; require two points of ingress and egress for every subdivision or phase thereof, except as otherwise approved for small subdivisions where physical constraints preclude a second access point.*

  At the primary project entry at Hasley Canyon Road along the southerly frontage of the property, the interior access roadway width is proposed to be 78 feet. A secondary access point is proposed to connect the site with the existing Hayward Drive, which currently terminates at the easterly boundary of the project site. Another access point is proposed from the north via Barcelona Road, which currently terminates at the northerly boundary of the property. All proposed roads and extensions would facilitate access by emergency personnel as needed.

- *Policy C-2.7.3: Where feasible, design new residential subdivisions with more than 200 residential units with direct access to an existing arterial roadway or an existing non loaded collector street. Discourage new large residential subdivisions from having primary access through local neighborhood streets.*

  The 497-unit project is proposed to be accessed from Hasley Canyon Road which is an east-west Limited Secondary Highway and connects directly with the I-5 freeway.

- *Policy C-7.1.1: In reviewing new development proposals, consider pedestrian connections within and between developments as an integral component of the site design, which may include seating, shading, lighting, directional signage, accessibility, and convenience.*

A project objective is to provide a highly livable, outdoor, pedestrian-friendly environment that encourages pedestrian, bicycle and equestrian uses by incorporating or providing access to trails and streets in a manner consistent with the County's Healthy Design Guidelines. The Healthy Design Ordinance has been adopted by the Board of Supervisors on February 5, 2013, and was made effective on March 7, 2013. In order to effectively promote physical activity, healthy design seeks safe, convenient and pleasant places for pedestrians and bicyclists by minimizing hazards, increasing accessibility, and overall enhancing the look and feel of the built environment. The project proposes bicycle parking, useable sidewalks and direct pedestrian connections to the neighboring residential areas and existing trails.

- *Policy C-7.1.9: Promote pedestrian-oriented street design through traffic-calming measures where appropriate, which may include but are not limited to bulb-outs or chokers at intersections, raised crosswalks, refuge islands, striping, and landscaping.*

  Approximately 350 feet north of the entrance, a proposed traffic roundabout would distribute vehicles to the eastern and western portions of the site. Landscaping is proposed to buffer pedestrian areas for safety and shade trees to promote alternative ways of getting around.

Conservation and Open Space Element:

- *Policy CO-1.1.3: In making land use decisions, encourage development proposals that preserve natural ecosystem functions and enhance the health of the surrounding community.*

  Hasley Canyon Creek (creek) provides a connection from west and southwest of the project site to Castaic Creek and ultimately to the Santa Clara River. At the southwest corner of the site, the creek turns southeast and crosses Hasley Canyon Road where it becomes a concrete-sided channel through a light industrial area, then flows east of Commerce Center Drive.

- *Policy CO-1.5.2: Design and manage public urban infrastructure systems to reduce impacts to natural systems.*

  The proposed project would be required to undertake habitat restoration and expansion of un-named Tributary #1 in order reduce impacts to jurisdictional features from both the work performed under the old entitlements and the proposed work under the planned project to a less than significant level.

- *Policy CO-1.5.6: Through the development review process, consider the impacts of development on the entire watershed of the Santa Clara River and its tributaries, including hydromodification.*

  The proposed project site lies within the Santa Clara River watershed. The entire watershed of the Santa Clara River basin at the Pacific Ocean is 1,634 square miles in area. The watershed drains portions of the Los Padres National Forest from the north, the Angeles National Forest from the northeast and east, and the Santa Susana Mountains from the south and southeast.

  The preliminary Drainage Concept Plan for the project incorporates methodologies to meet or exceed the ongoing National Pollutant Discharge Elimination System (NPDES) permit requirements and conforms to existing drainage and water quality requirements. The proposed plan includes a comprehensive series of drainage, flood control, and water quality improvements designed to allow for a system to both protect development and preserve the Santa Clara River.

- *Policy CO-2.2.1: Locate development and designate land uses to minimize the impact on the Santa Clarita Valley's topography, minimizing grading and emphasizing the use of development pads that mimic the natural topography in lieu of repetitive flat pads, to the extent feasible. (Guiding Principle #8).*

  The revised map proposes a reduction in the volume of grading by approximately 4 million cubic yards, follows the natural topography and preserves natural, undisturbed open space of more than 123 acres.

- *Policy CO-2.2.2: Ensure that graded slopes in hillside areas are revegetated with native drought tolerant plants or other approved vegetation to blend manufactured slopes with adjacent natural hillsides, in consideration of fire safety and slope stability requirements.*

  The areas proposed to be disturbed during construction of the project would be revegetated with native plants subject to approval of a fuel modification plan by the Fire Department.

- *Policy CO-2.2.4: Identify and preserve significant geological and topographic features through designating these areas as open space or by other means as appropriate.*

The project site contains significant ridgelines and the primary portion of the westerly ridgeline will be maintained as open space. Approximately 123 acres of open space will preserved as such with the recording of the final map.

- *Policy CO-3.1.5: Promote the use of site-appropriate native or adapted plant materials, and prohibit use of invasive or noxious plant species in landscape designs.*

  Approximately 189.29 acres of privately owned open space including approximately 123.25 acres of non-irrigated open space and/or open space landscaped with native vegetation, and approximately 59.6 acres of slopes including a 6.44 acre mitigation area are proposed within the scope of the project. Grading and/or removal of local, indigenous vegetation is proposed to be minimized for the protection of native vegetation.

- *Policy CO-3.1.7: Limit the use of turf-grass on development sites and promote the use of native or adapted plantings to promote biodiversity and natural habitat.*

  Once constructed, the project site would be landscaped with native vegetation, hardscape areas, and exclude exposed or loose soil.

- *Policy CO-3.6.5: Ensure revegetation of graded areas and slopes adjacent to natural open space areas with native plants (consistent with fire prevention requirements).*

  Private recreation areas are proposed within the project which would include turf space for flexible play and event functions. Water-wise gardens would feature native compatible plant material.

- *Policy CO-4.1.3: Require low water use landscaping in new residential subdivisions and other private development projects, including a reduction in the amount of turfgrass.*

  The Green Building Standards Code requires new residential projects to reduce use of water by instigating Low Impact Development (LID) techniques including reducing turf area, planting drought-tolerant plants, and irrigating appropriately. Compliance with this code would ensure the development would reduce turf area.

- *Policy CO-4.1.5: Promote the use of low-flow and/or waterless plumbing fixtures and appliances in all new non-residential development and residential development of five or more dwelling units.*

The project proposes to comply with the CALGreen 20 percent of reduction of water use energy efficiency prescriptively designated text measures for indoor water use for residential dwelling units.

- *Policy CO-6.6.1: Enhance views of the night sky by reducing light pollution through use of light screens, downward directed lights, minimized reflective paving surfaces, and reduced lighting levels, as deemed appropriate by the reviewing authority.*

  The Castaic CSD includes design standards for lighting in the County's Rural Lighting District, commonly referred to as the "Dark Skies Ordinance." The project proposes to conform to all standards defined in the Castaic CSD for rural lighting.

- *Policy CO-8.2.6: Promote use of solar lighting in parks and along paseos and trails, where practical.*

  Solar Photovoltaics (PV) systems are proposed to be installed in the common areas and Clubhouse structure to help offset project energy use.

- *Policy CO-8.3.2: Promote construction of energy efficient buildings through the certification requirements of the ordinances developed through the County's Green Building Program.*

  The project proposes to comply with the Los Angeles County Green Building Program. Prior to issuance of building permits for the proposed project, the development shall provide evidence of improvement of public health, safety, and general welfare by enhancing the design and construction of buildings through sustainable building concepts that reduce negative environmental impacts. This includes a reduction in energy, water, and other natural resources, and minimizing solid waste.

- *Policy CO-8.3.4: Encourage new residential development to include on-site solar photovoltaic systems, or pre-wiring, in at least 50% of the residential units, in concert with other significant energy conservation efforts.*

  Federal income tax credits are available to individuals for installation of qualified energy conservation features in the home such as insulation, replacement windows, and certain high-efficiency heating and cooling equipment. Additional tax credits are available for qualified solar water heating and photovoltaic systems, and also for qualified fuel cell and microturbine systems. Tax credits are

also available to buyers of designated fuel-efficient vehicles such as electric and alternative fuel. Builders of homes that incorporate energy-efficient materials, as well as manufacturers of certain products designed to meet Energy Star standards, also qualify for tax credits. The private recreation clubhouse shall be required to build a Zero Net Energy[1] primary structure. Renewable energy options will be made available to potential homebuyers.

- *Policy CO-8.3.6: Require new development to use passive solar heating and cooling techniques in building design and construction, which may include but are not be limited to building orientation, clerestory windows, skylights, placement and type of windows, overhangs to shade doors and windows, and use of light colored roofs, shade trees and paving materials.*

  Passive solar techniques and other passive techniques are proposed to be incorporated into the clubhouse and residential units to help reduce the energy loads; care will be given in the landscape design to avoid shading roofs with a 110 – 270 degree roof orientation. Buildings are proposed to be oriented to optimize passive solar access (such as daylighting).

- *Policy CO-8.3.7: Encourage the use of trees and landscaping to reduce heating and cooling energy loads, through shading of buildings and parking lots.*

  The project proposes to support implementation of the tree planting requirements for new developments, consistent with the County's Green Building Ordinance, and prioritize drought-tolerant, native, and non-flammable trees to support water conservation efforts, etc. (CCAP, p. C-18.) The project proposed further implementation of this strategy by planting more than 2,000 new trees on the site.

- *Policy CO-8.3.8: Encourage energy-conserving heating and cooling systems and appliances, and energy-efficiency in windows and insulation, in all new construction.*

  New development, including the proposed project and the related projects, would be subject to Title 24, part 6 of the California Administrative code, the Energy Efficiency Standards for Residential and Nonresidential Buildings, which requires energy efficient appliances, weatherization techniques and efficient cooling and heating systems to reduce energy demand stemming from new development.

[1] Zero net energy (ZNE) electric means the building will be designed and constructed to generate as much energy from renewable sources, such as solar photovoltaic (PV) panels as us uses over 12 months.

The proposed project will meet all of the requirements of the Los Angeles County Code Title 31 (Green Building Standards Code) and will install energy star appliances and incorporate other sustainable development principles.

- *Policy CO-8.4.2: Adopt mandatory residential recycling programs for all residential units, including single-family and multi-family dwellings.*

  The applicant, in conjunction with the future homeowner's association, proposes to develop a community-wide recycling program and design readily available recycling area(s) within the community clubhouse identified for the depositing, storage and collection of non-hazardous materials for recycling to include a minimum of paper, corrugated cardboard, glass, plastics, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive. Onsite landscaping clippings are proposed to be utilized as mulch within the community common area landscaping and agricultural vineyards and orchards as appropriate. The project proposes to design recycling stations into all residential units to include a minimum of paper, corrugated cardboard, glass, plastics, and metals or meet a lawfully enacted County recycling ordinance if more restrictive. Each builder shall be required to demonstrate recycling stations in every model.

- *Policy CO-9.1.2: A range of parkland types, sizes, and uses shall be provided to accommodate recreational and leisure activities. (Guiding Principle #36.b)*

  The applicant has proposed a 5.28 acre public park site as well as private recreation areas, open space, multi-use trails, connections to multi-use trails and paseos, a vineyard and an orchard.

- *Policy CO-10.2.1: Encourage provision of vegetated open space on a development project's site, which may include shallow wetlands and ponds, drought tolerant landscaping, and pedestrian hardscape that includes vegetated areas.*

  Approximately 4.5 acres of the project are proposed to be developed as a vineyard and 3.9 acres are proposed to be an orchard.

- *Policy CO-10.2.2: Encourage that open space provided within development projects be usable and accessible, rather than configured in unusable strips and left-over remnants, and that open space areas are designed to connect to each other and to adjacent open spaces, to the extent reasonable and practical.*

In portions of the 123.25 acres of natural open space, 4.5 miles of trails are proposed with approximately 3,000 feet of public multi-use trails for connection to the existing multi-use trail system.

- *Policy CO-10.2.3: Where feasible, integrate open space areas with neighboring uses and parcels, to create shared amenities and green spaces.*

  The project plan proposes to emphasize the protection of open space and undisturbed connections to adjoining areas by retaining in a natural condition and/or landscaped with native vegetation, approximately 123.25 acres of land primarily located adjacent to existing offsite open space areas located to the north and northeast, contiguous to existing undeveloped ridgelines, and along the westerly ridgeline and areas further to the west on the site in areas contiguous with undeveloped land to the west.

- *Policy CO-10.2.4: Seek opportunities to incorporate site features into the open space of a project design, which may include significant trees, vegetation, terrain, or water features, to provide thermal, acoustic, and aesthetic benefits.*

  The project open space is proposed to be undisturbed, non-irrigated open space, landscaped with native vegetation open space, a vineyard, an orchard, slopes and a mitigation drainage area proposed to be restored by terracing and contouring and restoring vegetation including holly-leaf cherry and California live oaks, for impacts to biological resources on the site providing a variety of types of project design features incorporated into the open space.

<u>Zoning Ordinance and Development Standards Compliance</u>
Pursuant to Section 22.24.170 of the County Code, establishments in Zone A-2-2 are subject to the following development standards:

- Front, side and rear yards shall be provided as required in Zone R-1.

  The project proposes lot sizes ranging from 7,000 square feet to 16,700 square feet and can accommodate development while observing the minimum required yards.

- Single-family residential uses shall be subject to all development standards applying to Zone R-1, except at otherwise specified.

  Development is proposed to meet all development standards including rooftops , exterior siding that is not reflective, glossy, polished and/or roll-formed type metal siding and minimum dimensions and floor area.

- Premises in Zone A-2 shall provide the required area as specified in Part 2 of Chapter 22.52.

  The site is zoned A-2-2, which allows for single-family residential uses on a two-acre minimum lot size. A maximum of 215 residential units would be allowed on the approximately 430.4-acre site under Zone A-2-2 (one residential unit per two acres). However, because much of the site contains areas greater than 25 percent slope, it would be impractical and undesirable to disperse two-acre residential lots over the entirety of the project site. To achieve the proposed development of 497 residential lots, a CUP for density-controlled development (clustering) under Section 22.56.205 of the County Code is proposed. Under the proposed CUP, the project's 497 single-family residence lots with an average size of approximately 11,850 square feet are depicted in a clustered development pattern within the middle of the project site, and approximately 185.60 acres of undeveloped area would be permanently preserved as natural open space, in addition to the 32.31 acres of landscaped with native vegetation private recreation open spaces, a lot of 5.28 acres proposed to be developed as a public park, and 0.14 acres of pedestrian access lots for a total of 223.33 acres of open space (51.8% of the gross area).

  Section 22.56.205 of the County Code allows specification of standards of development of the zone in which a density-controlled development is proposed. With the implementation of the CUP for density control, the project would not exceed the total number of residential lots allowed.

  With the implementation of the CUP for density control, the project would exceed the total number of residential lots allowed under Zone A-2-2 and the minimum required area for each unit would be 37,723 square feet. However, the number of residential lots would not exceed the H2 – Residential 2 (UR1 – Urban Residential 1) 2012 Santa Clarita Valley Area Plan category designation which provides for residential neighborhoods at densities that require urban services, at a maximum density of 2 dwelling units per 1 acre.

- *Hillside Management*
  Section 22.56.217 of the County Code imposes additional requirements for projects within hillside management areas. Under the hillside management criteria in effect until 2015—which would be the applicable criteria for this project—any development that exceeds a certain low-density threshold in a rural hillside management area is required to obtain a Hillside Management CUP (HM-CUP). This threshold is calculated based on slope density, area, and SCVAP 2012 land use classification. Proposed development exceeded the low-density threshold in an urban hillside management area is required to obtain a Hillside Management CUP (HM-CUP). This threshold is calculated based on slope density, area, and SCVAP 2012 land use classification, as indicated in the table below.

Land Use	Slope grade %	Gross acres	Low-density threshold	Low yield # of units
H2	0-24.99	135.71	1 DU/ 5 AC	27.14
H2	25-49.99	129.59	1 DU / 10 AC	12.96
H2	50+	165.10	0 DU / 20 AC	0
Total		**430.4**		**40.10**

A minimum of 25% of the net area of the site must be preserved as open space. When counting landscaped and natural open space, the project proposes to preserve 223.33 acres, which is approximately 53.4% of the site's net area of approximately 418.48 acres. Any project requesting a HM-CUP must demonstrate that it would meet the following criteria:

a. That the proposed project is located and designed so as to protect the safety of current and future residents, and will not create significant threats to life and/or property due to the presence of geologic, seismic, slope instability, fire, flood, mud flow or erosion hazard

b. That the proposed project is compatible with the natural biotic, cultural, scenic, and open space resources of the area

c. That the proposed project is conveniently served by (or provides) neighborhood shopping and commercial facilities, can be provided with essential public services without imposing undue costs on the total community, and is consistent with objectives and policies of the General Plan

d. The proposed project development demonstrates creative and imaginative design resulting in a visual quality that will complement community character and benefit current and future residents

The project's ability to comply with these criteria is analyzed in the "Neighborhood Impact/Land Use Compatibility" section below.

- *Grading*
  Section 22.24.150 of the County Code requires a CUP for any grading project in Zone A-2-2 that exceeds 100,000 cubic yards of earthmoving. The proposed project would require 3,841,920 cubic yards of cut and 3,841,920 cubic yards of fill, balanced on-site, and 230,000 cubic yards of phase 2 bulk grading, for a total grading volume of 7,913,840 cubic yards. As a result, a CUP for grading is required.

- *Oak Tree Removal*

The removal or encroachment upon the protected zone of one oak tree for any development other than one single-family residence requires an oak tree permit, pursuant to Section 22.56.2060 of the County Code. The applicant is proposing to remove one oak tree at the project site entrance. As required, the applicant has submitted an oak tree report by a certified arborist. This report, as well as the oak tree in question, was reviewed by the County Forester, who drafted conditions, including the planting of mitigation trees, to lessen the impact of the oak tree removal. Draft Oak Tree Permit conditions, including those prepared by the Forester, have been attached to this report.

Pursuant to Section 22.44.137 of the County Code, establishments in the Castaic Area Community Standards District (CSD) are subject to the following development standards:

Community-wide Development Standards

- Trails

The project proposes multi-use trails and connections to multi-use trails in accordance with the Master Plan of Trails maintained by the County of Los Angeles Department of Parks and Recreation (Parks), consistent with the Santa Clarita Valley Area Plan. Trail construction shall be completed and approved by the Parks prior to the recordation of the final map. Privately maintained trails and trail heads are also proposed. Parks would maintain the irrevocably deeded to the County multi-use trails.

- Neighborhood Parks

A 5.28-acre park of sufficient space such that at least 90 percent of all residential lots within the land division within one-half mile of the park is proposed to be dedicated to the County after development.

- Hillsides

a. Contour grading is used to present a rounded appearance that blends with the natural terrain.

b. Curvilinear street design and other improvements shall be used to minimize grading alterations and emulate the natural contours of the hillsides.

c. Required terraced drains paved with colored concrete to blend with the natural soil are proposed in the development of the project.

d. Terraced slopes vegetated with locally indigenous vegetation are proposed in the development of the project.

e. No development on a down slope of greater than 15 percent, facing a public right-of-way is proposed.

f. Grading and brushing on a majority of the remaining un-disturbed slopes with a 50 percent of greater steepness is avoided.

- Significant Ridgeline Protection

Both a primary and a secondary ridgeline exist on the property. A CUP is required for roads. The road is compatible with adjacent uses, the character of the neighboring community, and the goals and policies of the General Plan because it proposes to provide access to open space, conservation areas, parks and recreation and/or trails; the majority of the crest of the significant ridgeline in its natural state; minimum grading is necessary and landscaping will minimize the visual impact of the project with street trees and private property landscaping; is not materially detrimental to the visual character of the neighborhood as other roads exist in the area; does not impede the normal and orderly development of surrounding properties and will not promote encroachment on significant ridgelines since natural resources and topography are present on other portions of the site and development already exists to the north; does not degrade the visual integrity of the significant ridgeline.

- Clustering

Grading alterations are reduced. The previous entitlement calls for more than 12 million cubic yards. The revised map proposal requests authorization for almost 4 million fewer cubic yards;

Native vegetation is preserved since focused development activity is centered on the site;

Avoidance of the majority of the significant ridgeline allows preservation of unique land features;

Open space is preserved because the area in the northwest portion of the site is proposed to be maintained undisturbed;

- Locally indigenous vegetation

Contoured and terraced slopes are proposed to be re-vegetated with locally indigenous vegetation;

- Lighting

Pursuant to the Castaic Area CSD, the project proposes compliance with the rural outdoor lighting district to reduce light trespass, fully shield outdoor lighting and observe maximum heights of fixtures;

- Water tanks

The proposed water tank is proposed to be painted and screened from public view by fast-growing drought tolerant native trees;

- Oak Tree Protection

Construction of the project would result in the loss of one protected oak. An oak tree permit for impacts to the single California live oak resulting from implementation of the

project is part of the application. The previous entitlements authorized the removal of 24 oak trees. Any oak tree that is removed as a result of project implementation shall be replaced by a tree of the same species at a ratio determined by the County of Los Angeles, but a minimum ratio of 2:1. Including the removals of 24 trees previously authorized, and one removal request required for the implementation of the project, a total of 25 oak trees will be mitigated for, requiring a total of at least 50 replacement trees. All replacement trees shall be at least a 15-gallon specimen in size and be 2 inches or more in diameter, as measured from approximately 4 feet above the base. Free-form trees with multiple stems are permissible; the combined diameter of the two largest stems of such trees shall measure a minimum of 2 inches in diameter, as measured approximately 2 feet above the base. Replacement trees shall consist exclusively of indigenous California live oak trees and be grown from a seed source collected in Los Angeles;

Notification of the required hearing has been published in the local paper;

- Town Council Notification

A letter indicating review and consideration of the project has been received from the Town Council.

Site Visit
Regional Planning staff has visited the site in February, 2016 and observed no violations.

Burden of Proof
The applicant is required to substantiate all facts identified by Sections 22.56.205, 22.56.215 and 22.56.2100 of the County Code. The Burdens of Proof with applicant's responses are attached. Staff is of the opinion that the applicant has met the burden of proof.

Neighborhood Impact/Land Use Compatibility

- *Land Use and Area Plan Compatibility*
  The project would be consistent with applicable policies of the SCVAP 2012 in that it would not exceed population projections and would be consistent with the Plan's land use designation of H2.

  The proposal takes into consideration the sensitivities of natural environmental systems, hazards, infrastructure service capacities, aesthetics, and other constraints. Approximately 223.33 acres of total open space (51.8% of the project area). The development of 497 units on the project site is also less than the site's maximum yield of 860 units under the SCVAP 2012. Numerous project design features and mitigation measures detailed in the EIR and MMRP would result in the project's less-than-significant impacts to the environment except the

construction phase air quality and noise impact and the project operational solid waste impact.

- *Variance*
  The project is consistent with the land use designation and character of the development in the area. Proposed heights, footprints and incorporation of natural features limit the aesthetic impact of the project and are consistent with the existing pattern of development. The project is in conformance with the SCVAP 2012 and the CSD. The project has been designed to maintain a residential character with agrarian uses, proposes environmentally responsible energy efficient design features and, is conserving open space and locally indigenous vegetation on the site.

- *HM-CUP Consistency*
  The design of the project would also comply with the requirements of the HM-CUP, which are delineated in the "Zoning Ordinance and Development Standards Compliance" section above. The permanent reservation and continued perpetual maintenance of all required commonly owned areas presented on the map are proposed to be established by a homeowner's association. Dwelling units are proposed to be single-family residences that meet single-family residence development standards, observing yard requirements for zone R-1.

  The project would require approximately 3,841,920 cubic yards of cut material, with all cut material being used as fill material within the site plus 230,000 cubic yards of estimated phase 2 bulk grading. Grading of the site would involve remediation of the existing partially graded conditions from grading activity authorized with the previous approval. Surface drainage will be directed to terrace drains or debris basins, and all slope terrace drains will be kept clear of all debris to limit impounding or surface water. Storm flows will be directed into water quality control basins prior to entering the public storm drain system. Finally, graded slopes will be seeded with deep-rooting, drought-resistant vegetation to minimize erosion. The HM-CUP requirements for nearby infrastructure and creative design are also required for density-controlled developments are addressed below.

- *Density-Controlled Development CUP Consistency*
  Projects requiring a CUP for density-controlled development are required to meet certain criteria in order to be approved. In addition to the incorporation of certain conditions of approval, these projects are required to meet the general CUP burden of proof, which mandates that a project not adversely affect the health, comfort, or welfare of other persons in the vicinity, not be detrimental to or endanger surrounding properties or endanger or otherwise constitute a menace to

the public health, safety or general welfare, that it be adequately integrated into the surrounding area, and that it be adequately served by necessary infrastructure.

The density-controlled project design provides natural buffer zones along the project boundaries, adjacent to existing open space resources. Natural resources, including oaks and the remaining significant ridgeline, are located outside of the development footprint and would not be affected by the project design. The Mitigation, Monitoring and Reporting Program (MMRP) would mitigate project impacts except construction air quality and noise impacts and the operational solid waste impact.

A Statement of Overriding Considerations is prepared indicating that the project is consistent with the goals, objectives, policies and regulations of applicable County land use plans and zoning. The project is consistent with the existing pattern of development and the surrounding community. Since the project will improve upon the current aesthetics of the partially graded site, is compatible with surrounding development, provides a transition between urban and rural uses, provides new housing, preserves natural resource areas, will offer common open space and recreational amenities, has sustainable features and will mitigate, to the extent feasible, potential environmental impacts, the benefits outweigh the significant and unavoidable impacts of the project on the environment.

Development would be located adjacent to existing infrastructure and utility systems along Hasley Canyon Road. Flows for a sewer reach at Hayward Drive are below 150 percent of capacity which is generally the threshold used to determine when pipe replacement is necessary. The project would provide housing in an existing urbanized area with nearby services and employment opportunities fronting the I-5 corridor and industrial business to the east and south of the site. Also, the proposed design, scale, average lot size, and development pattern of the proposed single-family residential uses are consistent with the single-family development located to north and east of the site. The clustered design allows for the development of similar houses on lot sizes consistent with the CSD requirement and a large preserve of natural open space that buffers neighboring developments. It also avoids grading the most prominent slopes and ridgelines of the project site. For these reasons, the proposed project would constitute creative design and complimentary visual quality.

The following recommended revision is to ensure consistency with the requirement of density controlled development.

- Open Space: Dedicating the contiguous open space areas to a public entity to the satisfaction of Regional Planning would ensure that resources are perpetually protected and maintained.

A condition may be imposed to ensure that building restrictions are placed on the open space lot and that it is dedicated to a public agency to the satisfaction of Regional Planning.

COUNTY DEPARTMENT COMMENTS AND RECOMMENDATIONS

The Los Angeles County Subdivision Committee consists of representatives of the departments of Regional Planning, Public Works (DPW), Parks and Recreation, Public Health and the Fire Department. Based on the reports submitted to the Subdivision Committee for the map dated July 20, 2016 all departments have cleared the project for public hearing and approval. An excerpt of the Subdivision Committee Report of August 18, 2016 is attached. All County departments named above, as well as the Sheriff's Department and County Library, were also consulted regarding the Draft EIR (DEIR), which was circulated to them and the public from March 15, 2016 to April 29, 2016. The Final EIR (FEIR) responds to all comments received during this period and is included as an appendix to this report.

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, property posting, library posting and DRP website posting.

PUBLIC COMMENTS

Staff has received letters from the Castaic Town Council and a Mr. Martin Kreisler. The Town Council wrote regarding advocating the project's bridge and thoroughfare fees be used to construct a bridge at Hasley Canyon and Del Valle Roads. A mitigation measure requires the applicant to monitor peak hour traffic volumes at the site access intersection with Hasley Canyon Road for five years after buildout to determine if future traffic volumes (and other factors determined by the DPW) will trigger the need for the installation of a traffic signal at the intersection. If DPW determines that a traffic signal is warranted in the future, the applicant will be required to retain engineers and contractors at its own expense to design and install the traffic signal to the satisfaction of DPW.

Mr. Kreisler wrote to support the proposed development.

FEES/DEPOSITS

If approved, fees identified in the attached project conditions will apply unless modified by the Regional Planning Commission.

STAFF RECOMMENDATION

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

Staff recommends **APPROVAL** of Project Number 98034-(5), revised vesting tentative tract map, variance, conditional use permit and oak tree permit, subject to the attached conditions.

SUGGESTED APPROVAL MOTION:

CEQA:

I MOVE THAT THE REGIONAL PLANNING COMMISSION CLOSE THE PUBLIC HEARING AND CERTIFY THE FINAL ENVIRONMENTAL IMPACT REPORT ALONG WITH THE REQUIRED FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS AND ADOPT THE MITIGATION MONITORING AND REPORTING PROGRAM FOR THE PROJECT PURSUANT TO STATE AND LOCAL CEQA GUIDELINES.

Entitlement:

I MOVE THAT THE REGIONAL PLANNING COMMISSION APPROVE REVISED VESTING TENTATIVE TRACT MAP NUMBER 52584-1 VARIANCE NUMBER 201300003, CONDITIONAL USE PERMIT NUMBER 201300081 AND OAK TREE PERMIT NUMBER 201300023 SUBJECT TO RECOMMENDED REVISION AND THE ATTACHED FINDINGS AND CONDITIONS.

Prepared by Steven Jones, Principal Regional Planning Assistant, Land Divisions Section
Reviewed by Kim Szalay, Supervising Regional Planner, Land Divisions Section

Attachments:
Draft Findings, Draft Conditions of Approval
Applicant's Burden of Proof statement
Correspondence
Environmental Document **(*EIR, MMRP, and Statement of Overriding Considerations)***
Site Photographs, Photo Simulations, Aerial Image
Site Plan, Land Use Map

KKS:SDJ
12/23/16

Attachment D: Oak Tree Permit Burden Of Proof Statements
Applicant: SFI Los Valles LLC
Project: "Los Valles" single-family residential development, Castaic

Address:	28801 Hasley Canyon Road, Castaic, California 91384
APN:	APNs: 2866-062-032, 2866-062-033, 3247-032-052
Santa Clarita Valley Area Plan (2012) Designation:	H2 – Residential 2 (UR1 – Urban Residential 1)
Zoning:	A-2-2
Property Size:	430.4 acres
Existing Improvements:	26 Detention Basins (in compliance with NPDES Permit and SWPPP for subject property); ten abandoned oil wells, 750,000 gallon water tank.

Property Description: The subject property consists of approximately 430.4 acres located in the northwesterly portion of the Santa Clarita Valley within the community of Castaic in unincorporated Los Angeles County, approximately 1.9 miles west of Interstate 5 ("I-5"), and immediately north of Hasley Canyon Road (northeast of the Hasley Canyon Road/Del Valle Road intersection, between Gibraltar Lane and Sloan Canyon Road)(the "Project Site") Paved access to the Project Site is provided from Hasley Canyon Road, an east-west Limited Secondary Highway located directly to the south of the subject property that provides access to I-5. Access to the Project Site is also available from Hayward Drive across a graded but unpaved roadway extending from the current paved terminus of Hayward Drive (off-site) onto the subject property.

The Project Site is generally rectangular in shape, with a panhandle extending to the west along the southerly portion of the Project Site. Topography consists of north-south to northeast-southwest trending moderate to steep ridgelines. The eastern and central portions of the Project Site have been previously graded for home pads and as a result are generally level. Elevations on the Project Site range from approximately 1,400 feet above mean sea level in the southern portion of the Project Site to approximately 1,700 feet above mean sea level in the north-central portion of the Project Site. Two ridgelines (referred to herein as an "easterly" and "westerly" ridgeline) previously traversed the Project Site.

Hasley Canyon Creek traverses the southerly panhandle portion of the Project Site. From the Project Site, Hasley Canyon Creek turns southeast and crosses Hasley Canyon Road where it becomes a concrete-sided channel through a light industrial area. Two unnamed tributaries also traverse the Project Site.

Surrounding Uses: The Project Site is surrounded by development on three sides, including: (1) to the north, a residential master planned community (Hillcrest Park), Castaic Middle School

and Castaic Elementary School; (2) to the east (west of the I-5 freeway), planned residential communities, and, in proximity to the I-5 corridor, commercial retail malls including community serving businesses and financial institutions, restaurants, a daycare center and Santa Clarita Valley International School (charter school); (3) to the south, a water well and a related structure constructed by the Applicant and dedicated to the Los Angeles County Waterworks District No. 36 ("LACWWD 36"); active oil wells and derricks; and the Valencia Commerce Center, a 3,322,994 square foot commercial and industrial development used primarily for light manufacturing and light industrial purposes. To the west and southwest of the Project Site are low-density equestrian estate homes, oil wells, and open space. The Val Verde residential community is located approximately 2.5 miles southwest of the Project Site.

Historic Use of Project Site: In the 1960s approximately 145 acres in the western portion of the Project Site was developed and used as a golf course that included a golf pro shop and related structures. The golf course use existed from 1963 until the early 1980s. During the 1970s and 1980s the Project Site was also in use for oil drilling. The Project Site has been extensively graded as a result of these past activities. During the 1970s and 1980s, 10 oil wells were installed in the central west portion of the Project Site. These oil wells were closed and properly abandoned in 2003. As part of the previous oil drilling operations, the former golf course pro shop building was used as an office and maintenance shop by the oil company. In addition, two or three mobile homes used by the golf course were on-site in the early 1980s. These structures are no longer present.

In 2002, the County approved Vesting Tentative Tract Map ("VTTM") No. 52584 and Conditional Use Permit ("CUP")/Oak Tree Permit ("OTP") Nos. 98-034-(5) (herein referred to as the Prior Entitlements) which allowed the development of 209 single-family lots and a private 243-acre golf course on the Project Site. As a result of these approvals, from 2006 through 2008, a prior owner of the Project Site carried out substantial construction activity to develop the Prior Entitlements. This construction activity, which was never completed, included significant landform grading (in excess of 12 million combined cubic yards of cut and fill) over approximately 66 percent of the Project Site (approximately 285 acres) and infrastructure installation, including partial installation of electrical, storm drains, sewers, graded roadways, golf course fairways, and home pads. The electrical, sewer, and storm drains were trenched and installed within the confines of the graded portions of the Project Site. As part of this construction, a 750,000-gallon water tank water tank was built in the northeast portion of the Project Site, but it is not currently in use. A drain outlet is located east of the water tank along Hayward Drive. The majority of the grading and site preparation performed under the Prior Entitlements focused on the 243 acres associated with the proposed golf course. Home pads, roadways, and fairways were rough graded, but no fine grading or home construction commenced. Tunnels were constructed on the Project Site for use by golf carts. Only minor grading occurred on the western portion of the Project Site. No other vertical structures were constructed in connection with the Prior Entitlements. As a continuation of the work undertaken as part of the Prior Entitlements, the Applicant for the Project completed construction of a water well and a related structure that were dedicated to Los Angeles County Waterworks District No. 36 (LACWWD 36) in 2011. All of the roads on the Project Site remain unpaved. No electrical or natural gas infrastructure exists on the Project Site; however above ground electrical poles are located along Hasley Canyon Road.

Proposed Use: The Project includes 497 residential lots on approximately 144.38 acres of land. Project density would be approximately 1.16 dwelling units per gross acre (i.e., 497 residential lots divided by 430.4 acres) which would be consistent with the current Santa Clarita Valley Area Plan designation of "H2 – Residential 2 (UR1 – Urban Residential 1)" that establishes the area as a residential neighborhood requiring urban services with a maximum density of 2-dwelling units per gross acre. Allowable uses in this designation include single-family homes. The proposed density is also permitted within Zone A-2-2 with a density-controlled development conditional use permit as authorized by Los Angeles County Code ("LACC") Sections 22.24.150 and 22.56.205.

The Applicant proposes to subdivide the Project Site into 564 lots as shown on Revised VTTM No. 52584. Land uses proposed on these lots include the following:

(1) 497 detached single-family homes;

(2) Approximately 185.60 acres of privately owned open space including approximately 119.56 acres of open space landscaped with native vegetation (hereafter referred to as natural open space) and approximately 59.6 acres of slopes and a mitigation area;

(3) A 7.45-acre public park site, of which 5.28 acres will be dedicated to the County as a public park and the remaining 2.17 acres will be maintained as for park purposes, to County park standards, by the HOA; the 2.17 acres will be publicly accessible pursuant to an easement for public access/use;

(4) Approximately 32.31 acres for recreational use including a 5.06 acre vineyard and a 4.07 acre orchard;

(5) A multi-use trail at the southwest portion of the Project Site that will be dedicated to the County for public use;

(6) Water infrastructure including a new 850,000 gallon water tank on a 1.55 acre lot (also containing the existing 750,000 gallon water tank) and approximately 8.07 acres of storm drain basins; and

(7) Streets and on-site utilities and infrastructure, including a water booster station.

Applicant's Oak Tree Permit Request:

The Applicant is requesting to remove one, non-heritage, oak tree on the Project Site pursuant to LACC Section 22.56.2060. The oak tree is identified as Tree No. 18 in the Project Oak Tree Report (VTTM 052584) ("Oak Tree Report").

Pursuant to LACC Section 22.56.2100, the following information substantiates the requisite findings for issuance of an oak tree permit in unincorporated Los Angeles County.

1. *That the proposed construction of proposed use will be accomplished without endangering the health of the remaining trees subject to this Part 16, if any, on the subject property; and*

The Project Site contains 22 oak trees regulated by the County of Los Angeles Oak Tree Ordinance (LACC Sections 22.56.2050-22.56.2260) the majority of which are in the northwest portion of the Project Site and outside of the proposed development area. Three (3) of the 22 surveyed oak trees are heritage oak trees based on trunk diameter. The Applicant is proposing to remove Tree No. 18, which is a non-heritage oak tree located approximately 1,200 feet north of the southern boundary of the Project Site, in the western portion of the proposed residential development. All other oak trees will be retained and will be protected during grading and construction phases of the Project by protective fencing placed at the limits of the protected zone of any individual protected tree or oak woodland within 100 feet of the grading limits and by incorporation of the additional mitigation measures set forth in the Oak Tree Report and environmental impact report prepared for the Project, and required as conditions of approval for the Project.

2. *That the removal or relocation of the oak tree(s) proposed will not result in soil erosion through the diversion or increased flow of surface waters which cannot be satisfactorily mitigated; and*

The Applicant only seeks to remove one, Tree No. 18, of the 22 ordinance-size oak trees located on the Project Site. The removal of Tree No. 18 will not result in soil erosion through diversion or increased flow of surface waters which cannot be satisfactorily mitigated. The Applicant has prepared a Site Drainage Plan that addresses storm water detention and retention and directs storm water runoff through the Project Site in accordance with applicable County, regional and State laws and regulations, and which will be required to be implemented as part of the Project's conditions of approval. The Site Drainage Plan is not negatively affected by the removal of Tree No. 18.

3. *That in addition to the above facts, at least one of the following findings apply:*

   a. *That the removal or relocation of the oak tree(s) proposed is necessary as continued existence at present location(s) frustrates the planned improvement or proposed use of the subject property to such an extent that:*

      i. *Alternative development plans cannot achieve the same permitted density or that the cost of such alternative would be prohibitive, or*

      This finding is not applicable to the Project.

      ii. *Placement of such tree(s) precludes the reasonable and efficient use of such property for a use otherwise authorized, or*

The design of the Project's clustered residential community permits the preservation of significant recreational and open space, including approximately 185 acres of open space with native vegetation on the Project Site, and the preservation of the westerly significant ridgeline. Tree No. 18 is located in proposed Tree No. 18 is located in proposed Lot 203 and is 28 feet lower than the proposed grading. The removal of Tree No. 18 is necessary to allow for a balanced grading design. In other words, preservation of the tree in place will not allow for a balanced site.

b. That the oak tree(s) proposed for removal or relocation interferes with utility services or streets and highways, either within or outside of the subject property, and no reasonable alternative to such interference exists other than removal of the tree(s), or

This finding is not applicable.

c. That the condition of the oak tree(s) proposed for removal with reference to seriously debilitating disease or danger of falling is such that it cannot be remedied through reasonable preservation procedures and practices; or

This finding is not applicable.

4. That the removal of the oak tree(s) proposed will not be contrary to or be in substantial conflict with the intent and purpose of the oak tree permit procedure.

The Project will result in the preservation of 21 of the 22 ordinance-sized oak trees on the Project Site. The removal of Tree No. 18 is proposed to allow the Project's clustered residential community, which, in turn, permits the preservation of the 21 oak trees as well as the preservation of approximately 185 acres of open space. Consistent with County requirements and as required by the Project's mitigation measures, the Applicant will provide two new oak trees on the Project Site in order to mitigate the loss of the oak tree proposed to be removed.

The Project has been designed with several project design features which minimize impact to biological resources, including oak trees, and enhance the biological value of the resources that remain. Specifically, the residential units are clustered in the southern and eastern portions of the Project Site, which contains few oak trees. Moreover, the vast majority of the oak trees are concentrated in the areas to be preserved as open space with natural vegetation. By preserving approximately 185 acres of open space, the Project creates conditions for the preservation and propagation of oak trees.

The Project would meet the County's stated objective of the oak tree permit procedure, which is to preserve and maintain healthy oak trees in the development process. Of the 22 oak trees on the Project Site, the Project would result in the removal of one oak tree (Tree No. 18) and preservation of 21 oak trees.

As required by the Mitigation Measures for the Project, any oak tree that dies or is removed as a result of Project implementation shall be replaced by a tree of the same species at a ratio determined by the County of Los Angeles, but a minimum ratio of 2:1. This includes the

removals of the 24 trees permitted and removed pursuant to the Prior Entitlements in 2006-2008. With one removal required for the Project, a total of 25 oak trees will be mitigated for, requiring a total of at least 50 replacement trees of at least 15-gallon size and 2 inches or more in diameter, as measured from approximately 4 feet above the base to be planted on the Project Site. Replacement trees shall consist exclusively of indigenous California live oak trees and be grown from a seed source collected in Los Angeles or Ventura Counties.

Attachment C: Variance Burden Of Proof Statements
Applicant: SFI Los Valles LLC
Project: "Los Valles" single-family residential development, Castaic

Address:	28801 Hasley Canyon Road, Castaic, California 91384
APN:	APNs: 2866-062-032, 2866-062-033, 3247-032-052
Santa Clarita Valley Area Plan (2012) Designation:	H2 – Residential 2 (UR1 – Urban Residential 1)
Zoning:	A-2-2
Property Size:	430.4 acres
Existing Improvements:	26 Detention Basins (in compliance with NPDES Permit and SWPPP for Project Site); ten abandoned oil wells, 750,000 gallon water tank.

Property Description: The Project Site consists of approximately 430.4 acres located in the northwesterly portion of the Santa Clarita Valley within the Project Sitecommunity of Castaic in unincorporated Los Angeles County, approximately 1.9 miles west of Interstate 5 ("I-5"), and immediately north of Hasley Canyon Road (northeast of the Hasley Canyon Road/ Del Valle Road intersection, between Gibraltar Lane and Sloan Canyon Road)(the "Project Site") Paved access to the Project Site is provided from Hasley Canyon Road, an east-west Limited Secondary Highway located directly to the south of the Project Site that provides access to I-5. Access to the Project Site is also available from Hayward Drive across a graded but unpaved roadway extending from the current paved terminus of Hayward Drive (off-site) onto the subject property.

The Project Site is generally rectangular in shape, with a panhandle extending to the west along the southerly portion of the Project Site. Topography consists of north-south to northeast-southwest trending moderate to steep ridgelines. The eastern and central portions of the Project Site have been previously graded for home pads and as a result are generally level. Elevations on the Project Site range from approximately 1,400 feet above mean sea level in the southern portion of the Project Site to approximately 1,700 feet above mean sea level in the north-central portion of the Project Site. Two ridgelines (referred to herein as an "easterly" and "westerly" ridgeline) previously traversed the Project Site.

Hasley Canyon Creek traverses the southerly panhandle portion of the Project Site. From the Project Site, Hasley Canyon Creek turns southeast and crosses Hasley Canyon Road where it becomes a concrete-sided channel through a light industrial area. Two unnamed tributaries also traverse the Project Site.

Surrounding Uses: The Project Site is surrounded by development on three sides, including: (1) to the north, a residential master planned community (Hillcrest Park), Castaic Middle School and Castaic Elementary School; (2) to the east (west of the I-5 freeway), planned residential communities, and, in proximity to the I-5 corridor, commercial retail malls including community serving businesses and financial institutions, restaurants, a daycare center and Santa Clarita Valley International School (charter school); (3) to the south, a water well and a related structure constructed by the Applicant and dedicated to the Los Angeles County Waterworks District No. 36 ("LACWWD 36"); active oil wells and derricks; and the Valencia Commerce Center, a 3,322,994 square foot commercial and industrial development used primarily for light manufacturing and light industrial purposes. To the west and southwest of the Project Site are low-density equestrian estate homes, oil wells, and open space. The Val Verde residential community is located approximately 2.5 miles southwest of the Project Site.

Historic Use of Project Site:

In the 1960s approximately 145 acres in the western portion of the Project Site was developed and used as a golf course that included a golf pro shop and related structures. The golf course use existed from 1963 until the early 1980s. During the 1970s and 1980s the Project Site was also in use for oil drilling. The Project Site has been extensively graded as a result of these past activities. During the 1970s and 1980s, 10 oil wells were installed in the central west portion of the Project Site. These oil wells were closed and properly abandoned in 2003. As part of the previous oil drilling operations, the former golf course pro shop building was used as an office and maintenance shop by the oil company. In addition, two or three mobile homes used by the golf course were on-site in the early 1980s. These structures are no longer present.

In 2002, the County approved Vesting Tentative Tract Map ("VTTM") No. 52584 and Conditional Use Permit ("CUP")/Oak Tree Permit ("OTP") Nos. 98-034-(5) (herein referred to as the Prior Entitlements) which allowed the development of 209 single-family lots and a private 243-acre golf course on the Project Site. As a result of these approvals, from 2006 through 2008, a prior owner of the Project Site carried out substantial construction activity to develop the Prior Entitlements. This construction activity, which was never completed, included significant landform grading (in excess of 12 million combined cubic yards of cut and fill) over

approximately 66 percent of the Project Site (approximately 285 acres) and infrastructure installation, including partial installation of electrical, storm drains, sewers, graded roadways, golf course fairways, and home pads. The electrical, sewer, and storm drains were trenched and installed within the confines of the graded portions of the Project Site. As part of this construction, a 750,000-gallon water tank water tank was built in the northeast portion of the Project Site, but it is not currently in use. A drain outlet is located east of the water tank along Hayward Drive. The majority of the grading and site preparation performed under the Prior Entitlements focused on the 243 acres associated with the proposed golf course. Home pads, roadways, and fairways were rough graded, but no fine grading or home construction commenced. Tunnels were constructed on the Project Site for use by golf carts. Only minor grading occurred on the western portion of the Project Site. No other vertical structures were constructed in connection with the Prior Entitlements. As a continuation of the work undertaken as part of the Prior Entitlements, the Applicant for the Project completed construction of a water well and a related structure that were dedicated to Los Angeles County Waterworks District No. 36 (LACWWD 36) in 2011. All of the roads on the Project Site remain unpaved. No electrical or natural gas infrastructure exists on the Project Site; however above ground electrical poles are located along Hasley Canyon Road.

Proposed Use: The Project includes 497 residential lots on approximately 144.38 acres of land. Project density would be approximately 1.16 dwelling units per gross acre (i.e., 497 residential lots divided by 430.4 acres) which would be consistent with the current Santa Clarita Valley Area Plan ("SCVAP 2012") designation of "H2 – Residential 2 (UR1 – Urban Residential 1)" that establishes the area as a residential neighborhood requiring urban services with a maximum density of 2-dwelling units per gross acre. Allowable uses in this designation include single-family homes.[1] The proposed density is also permitted within Zone A-2-2 with a density-controlled development conditional use permit as authorized by Los Angeles County Code ("LACC") Sections 22.24.150 and 22.56.205.[2]

The Applicant proposes to subdivide the Project Site into 564 lots as shown on Revised VTTM No. 52584. Land uses proposed on these lots include the following:

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1 SCVAP 2012, Chapter 2, Land Use Element, p. 52.

2 Under the SCVAP 2012 "Density-controlled development (clustering), in accordance with the provisions of the Zoning Ordinance, is encouraged on lands with significant environmental and/or topographical features or resources, in order to preserve open space for protection of these natural features or resources, to provide recreational amenities, or to act as a buffer to surrounding rural communities, provided that all residential lots meet the minimum lot size requirements of a Community Standards District, where applicable." SCVAP 2012, Chapter 2, Land Use Element, p. 52.

(1) 497 detached single-family homes;

(2) Approximately 185.60 acres of privately owned open space including approximately 119.56 acres of open space landscaped with native vegetation (hereafter referred to as natural open space), approximately 59.6 acres of slopes and a mitigation area;

(3) A 7.45-acre public park site, of which 5.28 acres will be dedicated to the County as a public park and the remaining 2.17 acres will be maintained as for park purposes, to County park standards, by the HOA; the 2.17 acres will be publicly accessible pursuant to an easement for public access/use;

(4) Approximately 32.31 acres for recreational use including a 5.06 acre vineyard and a 4.07 acre orchard;[3]

(5) A multi-use trail at the southwest portion of the Project Site that will be dedicated to the County for public use;

(6) Water infrastructure including a new 850,000 gallon water tank on a 1.55 acre lot (also containing the existing 750,000 gallon water tank) and approximately 8.07 acres of storm drain basins; and

(7) Streets and on-site utilities and infrastructure, including a water booster station.

Applicant's Variance Request:

The Applicant is requesting a Variance to permit the non-exempted development of a mapped significant ridgeline located on the Project Site. The Castaic Area Community Service District ("CSD") calls for the protection of significant ridgelines, defined as primary and secondary, in the CSD area. The Applicant seeks a variance from the CSD's prohibition on development on significant ridgelines (see LACC Section 22.44.137.D.6) to carry out grading in those portions of the easterly primary and secondary ridgelines where grading was permitted (i.e., south of the northerly grading limit established by VTTM No. 52584) and in accordance with the grading proposed pursuant to Revised VTTM No. 52584.

[3] Approximately 7 acres within the recreation area consist of private parking and the community recreation center.

Applicant's Burden of Proof for Variance:

1. *That there are special circumstances or exceptional characteristics applicable to the property involved, such as size, shape, topography, location or surroundings, which are not generally applicable to other properties in the same vicinity and under identical zoning classification; and*

There are special circumstances and exceptional characteristics applicable to the Project Site and the proposed Project regarding the easterly ridgeline. In 2002, pursuant to the Prior Entitlements, the Project Site was entitled for development of 209 single-family residential units, a golf course and ancillary facilities. The County's significant ridgeline ordinance and the associated designation of the Project Site's easterly and westerly primary and secondary ridgelines were approved by the County in 2004, well after the Prior Entitlements were granted by the County and effectuated by the owner of the Project Site. Specifically, in accordance with the vested authorizations granted in the Prior Entitlements, which remain in effect, grading of over 12 million cubic yards of combined cut and fill occurred on the Project Site, leaving the Project Site in its current substantially disturbed state. This site work included extensive grading and construction of infrastructure throughout the easterly ridgeline before the work was halted in 2008. As a result of this authorized grading to the easterly ridgeline, all but the northernmost portion (at the highest elevation) of the primary ridgeline has been entirely removed. Retention of the easterly ridgeline as mapped is practically impossible as most of the primary ridgeline and the majority of the secondary ridgeline have already been removed, resulting in only two short, disconnected portions of these slopes remaining on the Project Site. As shown on Exhibit B (Existing Conditions Aerial Photograph of Project Site) the Project Site's topography does not, as a result of the County-authorized grading, match the County's Significant Ridgeline Map, and the Project Site cannot be reverted to its prior condition. These existing conditions constitute special circumstances and exceptional characteristics which make this Project Site different from other properties upon which Significant Ridgelines are mapped, and for which a variance is warranted.

With approval of the requested variance, the Project Site will be graded in accordance with the grading proposed on Revised VTTM No. 52584. Under this proposal, the Applicant will <u>not</u> remove remaining areas of the easterly primary ridgeline north of the grading boundary established by the Prior Entitlements; however the Project will include further grading in the mapped primary ridgeline areas which were previously graded. The removal of these areas of the easterly ridgeline is required to complete the existing onsite roadway and utility system constructed in the easterly portion of the Project Site as part of the prior project. Use of this existing system has been incorporated as a key element of the Project as it substantially reduces overall required grading to complete the Project. In addition, the clustered residential development proposed by the Project, which permits set aside of approximately 168 acres of open space and substantial preservation of the westerly ridgeline, necessitates the completion of

previously commenced grading in the mapped easterly ridgeline and the grading of the two disconnected ungraded portions of the easterly secondary ridgeline.

The mass grading which the County permitted to occur on the easterly ridgeline under the Prior Entitlements—which effectively resulted in the physical elimination of this ridgeline from the Project Site; the fact that the County mapped the easterly ridgeline on its Significant Ridgeline Map *after* it had approved the Prior Entitlements which effectuated the permitted grading and resulting effective removal of the easterly ridgeline from the Project Site; and the Applicant's present plan to utilize the existing roadway and utility system in the eastern portion of the Project Site, cluster the residential development in an effort to preserve substantial open space on the Project Site and to further reduce or eliminate grading on undisturbed portions of the Project Site all combine to constitute additional special circumstances and exceptional characteristics associated with the Project Site that are not generally applicable to other properties in the same vicinity and under identical zoning classification, thus justifying approval of the Applicant's requested variance.

2. *That such variance is necessary for the preservation of a substantial property right of the applicant such as that possessed by owners of other property in the same vicinity and zone; and*

The requested variance is necessary for the preservation of a substantial property right of the Applicant as the removal of the easterly ridgeline was a vested right expressly permitted under the Prior Entitlements and occurred as a result of grading operations authorized under the Prior Entitlements. The County mapped the easterly ridgeline on its Significant Ridgeline Map *after* it had given authorization, through its approval of the Prior Entitlements, for removal of the ridgeline in question. As described above, the majority of the grading of the easterly ridgeline has already taken place. The portions of the ridgeline remaining to the south of that grading limit are vestiges of the prior extensive grading effort and were never intended to remain in their current condition or location. Leaving what little remains of the easterly secondary ridgeline and prohibiting additional grading in those areas where the easterly primary ridgeline was removed would not preserve a continuous ridgeline and would present practical difficulties in implementation of the Project because the remaining portions of the ridgeline are located in the central and south part of the Property and abut the primary entry to the Project. The vestiges of the secondary ridgeline limits the ability of the Applicant to cluster development in the center of the Property and restricts its ability to provide ingress and egress, as the remaining portion of the easterly secondary ridgeline extends into the area designed as the central gathering point for the Project and its main vehicular access point. Allowing the Applicant to complete the grading within the grading limits provided by the Prior Entitlements in order to allow completion of the substantially intact roadway and utility system in the easterly portion of the Project Site and clustered development of the Project Site is consistent with the urban residential area plan designation for the Property in the SCVAP 2012 and the goals of the CSD to encourage

clustering in order to preserve open space and is similar to that possessed by other similarly situated owners.

3. That the granting of the variance will not be materially detrimental to the public welfare or be injurious to other property or improvements in the same vicinity and zone.

Permitting a variance to allow additional grading in the areas where the easterly primary ridgeline previously existed and for the completion of the removal of the easterly secondary ridgeline will not be materially detrimental to the public welfare or be injurious to other property or improvements in the same vicinity and zone. The grading and removal of the entirety of the easterly ridgeline was authorized under the Prior Entitlements. The prior owner completed the removal of nearly the entirety of the easterly primary ridgeline and the majority of the easterly secondary ridgeline. The requested variance would permit completion of grading in those areas within the Prior Entitlements' grading limits, allowing the Project Site to be developed in a more functional manner that allows clustering of development in the central and disturbed portions of the Property away from neighboring uses. In addition, through clustering of development and removal of the golf course, the proposed Project, unlike the project permitted by the Prior Entitlements, will result in the substantial preservation of the westerly primary and secondary ridgelines on the Project Site and preservation of substantial additional open space providing visual and open space recreation opportunities in the area. The easterly secondary ridgeline is fully contained to the Project Site; it does not extend onto other properties and does not affect any existing public improvements.

The proposed Project at the location proposed will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area because the Project is consistent with the SCVAP 2012 and zoning applicable to the Project Site, has been designed with ample buffers from neighboring properties, and with adoption of the conditional use permits requested by the Applicant and this variance, fully conforms to all applicable regulations and requirements of the County's Planning and Public Works ordinances and codes. All additional grading operations will be conducted in strict conformance with the Los Angeles County Grading Ordinance, thus ensuring the Project's grading-related impacts to persons' use and enjoyment of residential properties in the Project vicinity are minimized. The design of the residential development and the types of improvements proposed will not cause public health problems, since storm drainage, fire protection, flood control and geological and soils factors will be addressed, as appropriate, in the conditions of approval required for the Project. Furthermore, the Project Site is encompassed by single-family residential development to the north and east; the Val Verde community to the southwest, single-family and equestrian uses to the west and manufacturing/industrial uses to the south, so the residential Project will be entirely compatible and "in character" with surrounding and adjacent land uses.

4. *That the adjustment authorized will not constitute a grant of special privilege inconsistent with the limitations upon other properties in the vicinity and zone in which the property is situated.*

The requested variance will not constitute a special privilege inconsistent with the limitations upon other properties in the vicinity and zone. The removal of the easterly ridgeline was expressly permitted under the Prior Entitlements and occurred by grading operations authorized under the Prior Entitlements. The County mapped the easterly ridgeline on its Significant Ridgeline Map and required its preservation *after* it had given authorization, through its approval of the Prior Entitlements, for removal of both ridgelines on the Property. The majority of the grading of the easterly ridgeline has already taken place. The clustered residential development Project design, including the preservation of approximately 168 acres of open space, the substantial preservation of the westerly ridgeline and the location and functionality of the infrastructure already constructed on the Property necessitates additional grading in those areas of the former easterly ridgeline previously subject to grading and the grading of the small remaining ungraded portions of the secondary easterly ridgeline. The requested variance would be fully consistent with the Prior Entitlements.

5. *That strict application of zoning regulations as they apply to such property will result in practical difficulties or unnecessary hardships inconsistent with the general purpose of such regulations and standards.*

The removal of the easterly ridgeline was expressly permitted under the Prior Entitlements and occurred as a result of grading operations authorized under the Prior Entitlements. Retention of the easterly ridgeline as mapped is practically impossible as most of the primary ridgeline and the majority of the secondary ridgeline have already been removed. The Property cannot be reverted to its prior condition. The proposed Project will preserve the areas of the easterly primary ridgeline north of the Prior Entitlement grading limit. The portions of the ridgeline remaining to the south of that grading limit are vestiges of the prior extensive grading effort and were never intended to remain in their current condition or location. Leaving what little remains of the easterly secondary ridgeline and prohibiting additional grading in those areas where the easterly primary ridgeline was removed would not preserve a continuous ridgeline and would present practical difficulties in implementation of the Project because the remaining portions of the ridgeline are located in the central and south part of the Property and abut the primary entry to the Project. The vestiges of the secondary ridgeline limits the ability of the Applicant to cluster development in the center of the Property and restricts its ability to provide ingress and egress, as the remaining portion of the easterly secondary ridgeline extends into the area designed as the central gathering point for the Project and its main vehicular access point.

Attachment B: Vesting Tentative Tract Map Burden Of Proof Statements
Applicant: SFI Los Valles LLC
Project: "Los Valles" single-family residential development, Castaic

Address:	28801 Hasley Canyon Road, Castaic, California 91384
APN:	APNs: 2866-062-032, 2866-062-033, 3247-032-052
Santa Clarita Valley Area Plan (2012) Designation:	H2 – Residential 2 (UR1 – Urban Residential 1)
Zoning:	A-2-2
Property Size:	430.4 acres
Existing Improvements:	26 Detention Basins (in compliance with NPDES Permit and SWPPP for subject property); ten abandoned oil wells, 750,000 gallon water tank.

Property Description: The subject property consists of approximately 430.4 acres located in the northwesterly portion of the Santa Clarita Valley within the community of Castaic in unincorporated Los Angeles County, approximately 1.9 miles west of Interstate 5 ("I-5"), and immediately north of Hasley Canyon Road (northeast of the Hasley Canyon Road/ Del Valle Road intersection, between Gibraltar Lane and Sloan Canyon Road)(the "Project Site") Paved access to the Project Site is provided from Hasley Canyon Road, an east-west Limited Secondary Highway located directly to the south of the subject property that provides access to I-5. Access to the Project Site is also available from Hayward Drive across a graded but unpaved roadway extending from the current paved terminus of Hayward Drive (off-site) onto the subject property.

The Project Site is generally rectangular in shape, with a panhandle extending to the west along the southerly portion of the Project Site. Topography consists of north-south to northeast-southwest trending moderate to steep ridgelines. The eastern and central portions of the Project Site have been previously graded for home pads and as a result are generally level. Elevations on the Project Site range from approximately 1,400 feet above mean sea level in the southern portion of the Project Site to approximately 1,700 feet above mean sea level in the north-central portion of the Project Site. Two ridgelines (referred to herein as an "easterly" and "westerly" ridgeline) previously traversed the Project Site.

Hasley Canyon Creek traverses the southerly panhandle portion of the Project Site. From the Project Site, Hasley Canyon Creek turns southeast and crosses Hasley Canyon Road where it

becomes a concrete-sided channel through a light industrial area. Two unnamed tributaries also traverse the Project Site.

Surrounding Uses: The Project Site is surrounded by development on three sides, including: (1) to the north, a residential master planned community (Hillcrest Park), Castaic Middle School and Castaic Elementary School; (2) to the east (west of the I-5 freeway), planned residential communities, and, in proximity to the I-5 corridor, commercial retail malls including community serving businesses and financial institutions, restaurants, a daycare center and Santa Clarita Valley International School (charter school); (3) to the south, a water well and a related structure constructed by the Applicant and dedicated to the Los Angeles County Waterworks District No. 36 ("LACWWD 36"); active oil wells and derricks; and the Valencia Commerce Center, a 3,322,994 square foot commercial and industrial development used primarily for light manufacturing and light industrial purposes. To the west and southwest of the Project Site are low-density equestrian estate homes, oil wells, and open space. The Val Verde residential community is located approximately 2.5 miles southwest of the Project Site.

Historic Use of Project Site:

In the 1960s approximately 145 acres in the western portion of the Project Site was developed and used as a golf course that included a golf pro shop and related structures. The golf course use existed from 1963 until the early 1980s. During the 1970s and 1980s the Project Site was also in use for oil drilling. The Project Site has been extensively graded as a result of these past activities. During the 1970s and 1980s, 10 oil wells were installed in the central west portion of the Project Site. These oil wells were closed and properly abandoned in 2003. As part of the previous oil drilling operations, the former golf course pro shop building was used as an office and maintenance shop by the oil company. In addition, two or three mobile homes used by the golf course were on-site in the early 1980s. These structures are no longer present.

In 2002, the County approved Vesting Tentative Tract Map ("VTTM") No. 52584 and Conditional Use Permit ("CUP")/Oak Tree Permit ("OTP") Nos. 98-034-(5) (herein referred to as the Prior Entitlements) which allowed the development of 209 single-family lots and a private 243-acre golf course on the Project Site. As a result of these approvals, from 2006 through 2008, a prior owner of the Project Site carried out substantial construction activity to develop the Prior Entitlements. This construction activity, which was never completed, included significant landform grading (in excess of 12 million combined cubic yards of cut and fill) over approximately 66 percent of the Project Site (approximately 285 acres) and infrastructure installation, including partial installation of electrical, storm drains, sewers, graded roadways,

golf course fairways, and home pads. The electrical, sewer, and storm drains were trenched and installed within the confines of the graded portions of the Project Site. As part of this construction, a 750,000-gallon water tank water tank was built in the northeast portion of the Project Site, but it is not currently in use. A drain outlet is located east of the water tank along Hayward Drive. The majority of the grading and site preparation performed under the Prior Entitlements focused on the 243 acres associated with the proposed golf course. Home pads, roadways, and fairways were rough graded, but no fine grading or home construction commenced. Tunnels were constructed on the Project Site for use by golf carts. Only minor grading occurred on the western portion of the Project Site. No other vertical structures were constructed in connection with the Prior Entitlements. As a continuation of the work undertaken as part of the Prior Entitlements, the Applicant for the Project completed construction of a water well and a related structure that were dedicated to Los Angeles County Waterworks District No. 36 (LACWWD 36) in 2011. All of the roads on the Project Site remain unpaved. No electrical or natural gas infrastructure exists on the Project Site; however above ground electrical poles are located along Hasley Canyon Road.

Proposed Use: The Project includes 497 residential lots on approximately 144.38 acres of land. Project density would be approximately 1.16 dwelling units per gross acre (i.e., 497 residential lots divided by 430.4 acres) which would be consistent with the current Santa Clarita Valley Area Plan designation of "H2 – Residential 2 (UR1 – Urban Residential 1)" that establishes the area as a residential neighborhood requiring urban services with a maximum density of 2-dwelling units per gross acre. Allowable uses in this designation include single-family homes.[1] The proposed density is also permitted within Zone A-2-2 with a density-controlled development conditional use permit as authorized by Los Angeles County Code ("LACC") Sections 22.24.150 and 22.56.205.[2]

The Applicant proposes to subdivide the Project Site into 564 lots as shown on Revised VTTM No. 52584. Land uses proposed on these lots include the following:

(1) 497 detached single-family homes;

1 SCVAP 2012, Chapter 2, Land Use Element, p. 52.

2 Under the SCVAP 2012 "Density-controlled development (clustering), in accordance with the provisions of the Zoning Ordinance, is encouraged on lands with significant environmental and/or topographical features or resources, in order to preserve open space for protection of these natural features or resources, to provide recreational amenities, or to act as a buffer to surrounding rural communities, provided that all residential lots meet the minimum lot size requirements of a Community Standards District, where applicable." SCVAP 2012, Chapter 2, Land Use Element, p. 52.

(2) Approximately 185.60 acres of privately owned open space including approximately 119.56 acres of open space landscaped with native vegetation (hereafter referred to as natural open space) and approximately 59.6 acres of slopes and a mitigation area;

(3) A 7.45-acre public park site, of which 5.28 acres will be dedicated to the County as a public park and the remaining 2.17 acres will be maintained as for park purposes, to County park standards, by the HOA; the 2.17 acres will be publicly accessible pursuant to an easement for public access/use;

(4) Approximately 32.31 acres for recreational use including a 5.06 acre vineyard and a 4.07 acre orchard;[3]

(5) A multi-use trail at the southwest portion of the Project Site that will be dedicated to the County for public use;

(6) Water infrastructure including a new 850,000 gallon water tank on a 1.55 acre lot (also containing the existing 750,000 gallon water tank) and approximately 8.07 acres of storm drain basins; and

(7) Streets and on-site utilities and infrastructure, including a water booster station.

The following information substantiates the findings for the approval of a VTTM in unincorporated Los Angeles County. The Project meets State and County subdivision laws because the requirements of the Subdivision Map Act and County Code are met.

A. The proposed use is consistent with the General Plan and the Santa Clarita Valley Area Plan.

The Project is consistent with the objectives, goals and policies of the applicable 1980 County wide General Plan ("General Plan") and the applicable Santa Clarita Valley Area Plan ("SCVAP 2012") in that it provides residential housing consistent with the land use policies of those plans to meet the housing needs of north Los Angeles County. The Project Site is designated H2 - Residential 2 in the SCVAP 2012, which is an "urban" land use designation providing for residential neighborhoods at densities that require urban services. The Project Site's current H2-Residential 2 land use designation allows for development of single-family homes at a maximum density of two dwelling units per net acre. The Project and its proposed density are consistent with the General Plan/ SCVAP 2012 and zoning designations for the Project Site. While

[3] Approximately 7 acres within the recreation area consist of private parking and the community recreation center.

SCVAP 2012's density allowances for the Property could yield as many as 864 dwelling units on the Property, the Applicant is proposing a more modest residential development consisting of 497 single-family homes, which are intended to reduce hillside grading impacts by preserving substantial amounts of open space through residential clustering. The Project will increase the supply of housing and will promote the efficient use of land through a more concentrated pattern of urban development. The Project's density-controlled development is also consistent with the goals of the CSD, which encourages clustering in order to preserve existing space, which the Project achieves by providing approximately 185 acres of open space. In addition, the Project's proposed parks and trails will provide additional recreational opportunities as well as enhanced community walkability and linkages encouraged by the SCVAP 2012 as well as the County's Health Design Guidelines.

The Project is consistent with the goals and policies of the General Plan. The General Plan land use element contains policies to ensure compatibility of the development with the surrounding area and to prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards, and in areas where essential services and facilities do not exist and are not planned. The Project is located on a site that is adjacent to existing development to the north, south, and east. The Project is not a greenfield development and instead would occur on a site that was previously entitled with residential homes, partially graded, and located near residential uses with generally similar densities. The Project would maintain approximately 185.60 acres of the Project Site as open space including much of the westerly ridgeline which would generally be maintained in its existing state with the exception of the extension of Barcelona Road, trails and related infrastructure and approximately 32.31 acres as recreational areas.

The Project is consistent with General Plan and SCVAP 2012 policies related to regional circulation and roadway connectivity as the Project would increase connectivity by providing a minimum of two points of access (i.e., the main Project entrance at Hasley Canyon Road and a secondary access via Hayward Drive), which would each provide access by Project residents and residents of neighboring communities to existing roadways, developed communities, and trails, and which is in compliance with the County's fire access requirements which require two points of access. A third access at Barcelona Road would provide similar access between the Project Site and the residential neighborhood to its north. Additional access to the west is not required as construction of a westerly roadway would be of limited utility as there is no planned development in that location and has the potential to create new environmental impacts by requiring extensive grading to the westerly ridgeline (designated as a significant ridgeline) and traverse of areas designated for biological restoration.

The topography of the Project Site makes the construction of straight streets in typical "block" formations infeasible from an engineering perspective. Contour grading, curvilinear street design, terraced drains, and terraced slopes have been incorporated as Project best management practices. The site design aims to minimize grading by using the existing pads (from the prior

entitlements) to the extent feasible and includes connector trails to create a walkable community and to help enhance connectivity and maintain consistency with the County's Healthy Design Ordinance. As such, the minimal use of cul-de-sacs and looped streets in the Project design is not inconsistent with policies related to connectivity.

Therefore, with approval of the requested entitlements, the Project would be consistent with the current General Plan, including the SCVAP 2012, the County's Planning and Zoning Code, including the CSD and the Hillside Management Area Ordinance.

B. The proposed use at the site will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area, will not be materially detrimental to the use, enjoyment or valuation of property of other persons located in the vicinity of the site, and will not jeopardize, endanger or otherwise constitute a menace to the public health, safety or general welfare.

The proposed development of the Project Site with the Project will not adversely affect the health, peace, comfort or welfare of persons residing or working in the surrounding area because the Project has been designed to be compatible with surrounding land uses and to conform to all applicable regulations and requirements of the County's Planning and Public Works ordinances and codes. The Project's proposed single-family residential homes are consistent with the Property's zoning classification of A-2-2, which permits single-family residential development. The Project will provide a number of amenities to residents and to the surrounding community, including substantial common amenities for residents such as extensive water-wise landscaping, clubhouse and pool(s) and publicly accessible recreation and open space areas, including trails and a neighborhood park.

All construction and grading operations at the Project Site will be conducted in strict conformance with the County's Grading Ordinance. The design of the residential development and the types of improvements proposed will not cause public health problems, since storm drainage, fire protection, flood control and geological and soils factors will be addressed, as appropriate, in the conditions of approval and environmental mitigation measures required for the Project. The Project is surrounded by existing development including single-family residential development to the north and east, the Val Verde community to the southwest, single-family and equestrian uses and oil drilling to the west and manufacturing/industrial uses to the south. The Project's single family residential construction and larger lot sizes are designed to provide a transition between the single-family residences on smaller lots to the east and north, and the larger more rural lots and zoning to the west. The preservation of the westerly ridgeline provides a buffer between the Project Site and the areas with more rural zoning to the west of the Project Site. In addition, by providing roadway linkages to development in the vicinity of the Project Site, the Project will provide better access by residents in those communities and in the Project to local schools, shopping and jobs, as well as improving access for public services, including law enforcement and fire personnel. Specifically, the Project would increase

connectivity by providing a minimum of two points of access (i.e., the main Project entrance at Hasley Canyon Road and a secondary access via Hayward Drive), which is in compliance with the County's fire access requirements and in conformance with the County's General Plan policies regarding regional connectivity. The new connections would provide access to existing roadways, developed communities, and trails.

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

All proposed lots comprising the Project Site will be of sufficient size to accommodate required yards, walls, fences, parking, landscaping and other applicable development standards and/or requirements, including the requirements prescribed in the LACC, the minimum lot sizes and other regulations of the CSD, and by State and County subdivision map requirements. The Project Site will accommodate the proposed number of residential lots, which is significantly less than the maximum permitted density under the SCVAP 2012's regulations, while providing approximately 185 acres of open space, a 7.45-acre public park site, over 30 acres designated for recreational uses, new trails, new streets that will provide access and connectivity in conformance with the goals of the General Plan, and appropriate infrastructure improvements to support the proposed residential uses.

D. The proposed site is adequately served by highways or streets of sufficient width and improved as necessary to carry the kind and quantity of traffic such use would generate, and by other public or private service facilities as are required.

The existing highway and street improvements in the vicinity of the Project Site are sufficient to accommodate Project traffic and that of related projects. Regional access to the Project Site is provided by Interstate Highway 5 ("I-5"), located east of the Project Site, which has eight travel lanes in the vicinity of the Project Site. Southerly direct access is provided from the Project Site to Hasley Canyon Road, east of Del Valle Road. The Project proposes to provide a left turn lane at this driveway to avoid delays to eastbound traffic. Hasley Canyon Road is an east-west Secondary Highway from Del Valle Road to Commerce Center Drive and a Major Highway from Commerce Center Drive to the I-5 Freeway terminating to the east at the 1-5 Freeway Northbound ramps, with one through travel lane is provided in each direction on Hasley Canyon Road west of Del Valle Road and two through travel lanes are provided in each directions east of Del Valle Road to the NB Ramps. The extension of Hayward Drive from the easterly boundary of the Project Site into the Project Site provides secondary access for the Project Site and provides an alternate connection for that neighborhood to Hasley Canyon Road and the parks and open space on the Project Site. This extension has been rough graded on the Project Site as part of the prior entitlements for the site, and provides site access by fire and law enforcement personnel. The extension of Barcelona Road, which currently terminates at the northerly

boundary of the Project Site, across the westerly secondary ridgeline on the Project Site would provide a third point of access to the Project from the northerly boundary, as well as access by Project residents to Castaic Elementary School and Castaic Middle School and additional fire and law enforcement access to the Project Site. The Barcelona extension would provide residents of the northerly community with access to Hasley Canyon Road and to parks and open space on the Project Site. As described in the Project EIR, with its proposed project design features as well as through the imposition of required mitigation measures, implementation of the Project will not result in any significant impacts to the local street system or the regional (freeway/highway) transportation system.

The existing utility infrastructure in the vicinity of the Project Site is sufficient to accommodate Project utility requirements and that of related projects. The Project Site is located within Southern California Edison's service area. The nearest electrical line is located along Hasley Canyon Road. Extension of electrical service to the Project Site would be taken from Hasley Canyon Road at the project entrance and would be distributed throughout the Project Site via a series of underground vaults located throughout the Project Site. The Project Site is located within the Southern California Gas Company service area and is currently vacant with no existing natural gas infrastructure. An existing 4-inch gas service line is located within Hasley Canyon Road to the south, an existing 2-inch service line within Gibraltar Lane to the southeast, and an 8-inch service line within Del Valle Road to the south. Gas service to the Project Site would be extended from one of these existing sources. Wastewater flows originating from the Project will discharge into a new local network of sewer lines managed by Los Angeles Department of Public Works, then to existing points of connection. One connection point is located at the main project entrance on Hasley Canyon Road and a second connection point is located at Hayward Drive to the northeast. An LACWWD 36 water well adjacent to the Project Site will be used to provide water to the Project Site and surrounding LACWWD 36 service areas. The Project could also be served by LACWWD 36's imported water supply. The Project will include installation of approximately 5,500 linear feet of 16-inch-diameter pipeline from the CLWA supply turnout east of the Project Site to the existing 16-inch pipeline along Hasley Canyon Road for this purpose. The environmental impact report prepared for the Project demonstrates that no significant utility impacts will result from the development of the Project.

E. The proposed subdivision is compatible with surrounding land use patterns.

The Project is surrounded by existing development including single-family residential development to the north and east, the Val Verde community to the southwest, single-family and equestrian uses and oil drilling to the west and manufacturing/industrial uses to the south. The Project's single family residential construction and larger lot sizes are designed to provide a transition between the single-family residences on smaller lots to the east and north, and the larger more rural lots and zoning to the west. The preservation of the westerly ridgeline provides a buffer between the Project Site and the areas with more rural zoning to the west of the Project Site. In addition, by providing a roadway linkage to development in the vicinity of the Project

Site, the Project will provide better access by residents to Hasley Canyon Road, local schools, shopping and jobs, as well as improving access for public services, including law enforcement and fire personnel.

F. The subject tentative map has been submitted as a "vesting" tentative map. As such, it is subject to the provisions of Sections 21.38.010 through 21.38.080 of the LACC.

The revised VTTM submitted by the Applicant complies with all applicable provisions of the LACC, including Sections 21.38.010 through 21.38.080.

G. The site is physically suitable for the type of development being proposed.

The Project Site is proposed to be developed with single-family residential lots in a clustered development pattern that is consistent with the density and clustering provisions of the SCVAP 2012 and the CSD, while reserving significant portions of the Project Site for open space, park, recreational, and circulation purposes. All proposed improvements, including the reduced amount of grading proposed as compared to the Prior Entitlements, have been reviewed and approved by the County's Department of Public Works and other relevant departments, and will be undertaken in conformance with the Project's conditions of approval and environmental mitigation measures. Following development of the Project, the proposed residential uses and related open space, park, and recreational uses will be compatible with surrounding development, and the roadway linkages proposed as part of the Project will enhance access and connectivity within the vicinity of the Project Site. Accordingly, the Project Site is physically suitable for the type of development being proposed.

H. The discharge of sewage from this land division into the public sewer system will not violate the requirements of the California Regional Water Quality Control Board pursuant to Division 7 (Commencing with Section 13000) of the Water Code.

The environmental impact report prepared for the Project demonstrates that no significant wastewater discharge impacts will result from the development of the Project, and the County's Department of Public Works has issued conditional approval of the proposed VTTM, which includes conditions for complying with regional water quality requirements.

I. The design of the subdivision and the type of improvements will not cause serious public health problems.

The design of the residential development and the types of improvements proposed as part of the Project will not cause public health problems, since storm drainage, fire protection, flood control and geological and soils factors have been addressed, as appropriate, in the conditions of approval and environmental mitigation measures required for the Project.

J. The design of the subdivision and the type of improvements will not have potential for an adverse effect on wildlife resources or the habitat upon which, either individually or cumulatively, the wildlife depends.

The design of the residential development and the types of improvements proposed as part of the Project will not cause potential adverse effects on wildlife resources or related habitat due to the Project's design features and required environmental mitigation measures pertaining to biological resources, which reduce any potential impacts or adverse effects to a less than significant level.

K. The design of the subdivision provides to the extent feasible, for future passive or natural heating or cooling opportunities therein.

The design of the subdivision provides to the extent feasible, for future passive or natural heating or cooling opportunities therein. Future structures built on the subject property after subdivision recordation will be required to comply with State and County Green Building standards, which regulate the heating and cooling efficiency of structures for the benefit of the natural environment.

L. The division and development of the property in the manner set forth on this map will not unreasonably interfere with the free and complete exercise of public entity and/or public utility rights-of-way and/or easements within this map.

The division and development of the property in the manner set forth on the VTTM will not unreasonably interfere with the free and complete exercise of public entity and/or public utility rights-of-way and/or easements within this map, since the design and development as set forth in the conditions of approval and shown on the tentative map, provide adequate protection for any such easements.

M. The housing and employment needs of the region were considered and balanced against the public service needs of local residents and available fiscal and environmental resources.

The Project's conformance with the density and development standards of the SCVAP 2012 and the CSD, as well as the Project's lack of potential significant impacts upon public services, including library, education, fire and law enforcement services, demonstrates that the Project appropriately balances the County's housing and employment needs with available fiscal and environmental resources.

Castaic Town Council

January 6, 2015

To: County of Los Angeles Planning Commission
Richard Bruckner County of Los Angeles Planning Department
Mike Antonovich Supervisor 5th District

Re: **DARK SKY ORDINANCE**
HASLEY CANYON & DEL VALLE ROAD BRIDGE IMPROVEMENTS

At the Regular Meeting of the Castaic Area Town Council on December 17, 2014 the Council considered the proposed Las Valles Project and light impacts to the existing canyon. The Council voted **unanimously** to support the use of the **County's Dark Sky Ordinance** for that project and future developments in the Hasley and Sloan Canyons. The Council would like to re-affirm our desire to adhere to the design guidelines for streetlights as codified in the Dark Sky Ordinance for all future developments in the Region.

It also came to our attention that the Las Valles Project would be contributing a substantial sum of money to the Castaic Bridge and Thoroughfare District. The Council voted **unanimously** to request the County to consider earmaking money from the Las Valles Project for the improvement of the bridge at Hasley and Del Valle Road. This is a health and safety issue. During rainstorms it is not uncommon for storm flows to render Hasley Canyon impassible. This is a situation in which traffic cannot exit or enter the Hasley Canyon Community until the storm flows subside. The County has in the past established " Mini-Districts" for important infrastructure improvements and we believe that this improvement should be expedited.

Submitted,

Dean Paradise
Vice President Castaic Town Council
Chair Land Use Committee

CASTAIC AREA TOWN COUNCIL MEMBERS

Flo Lawrence	John Kunak	Marty Kreisler	Greg Kimura
Sandia Ennis	Jeff Preach	Dawn Faulconer	Kelly Quick
Dean Paradise	Stephanie Ebia		

Castaic Area Town Council P.O Box 325 Castaic, CA 91314 (661) 295-1156

April 19, 2016

Mr. Richard Bruckner
Director of Planning
Los Angeles County Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

RE: A NEW CASTAIC COMMUNITY—LOS VALLES

Dear Mr. Bruckner:

As a resident of the Community of Hasley Hills in Castaic, I am writing to you today to express my full support for the Los Valles community development. Watching this development go through the crushing real estate depression and come back with strong community support is really noteworthy. I appreciate the cost and determination to satisfy the various community groups. My perspective is from my career as the Chief Financial Officer for the California Association of Realtors and I have had my own investment business for a combined over three and a half decades.

I enjoy hiking in our area and note that the developer is providing trails to make this development a good neighbor. The Los Valles vision is to create a healthy community that balances the natural, rural, and built environments while enhancing long-term values. I understand the community will have varying degrees of design such as open space, recreation, and development. I care about our community and support intelligent development. My volunteer efforts for the community include being a life member of the Castaic Lions Club and currently serve as a Trustee for the Greater Los Angeles County Vector Control District.

We expect this project to significantly complement and enhance the surrounding community. In addition, we recognize that Castaic is in desperate need of additional rooftops to support our local businesses. Currently, the retail businesses in the area are drastically suffering. The new homes will bring new families to support our struggling local businesses.

I respectfully urge the Los Angeles County Department of Regional Planning to expedite this process and approve the construction to commence.

Sincerely,

Martin Kreisler

CC: Hon. Michael D. Antonovich, Supervisor, Fifth Dist.
John Arvin, Woodridge Capital

Los Angeles County
Department of Regional Planning

Planning for the Challenges Ahead

Richard J. Bruckner
Director

January 6, 2016

AMY FREILICH
ARMBRUSTER GOLDSMITH & DELVAC LLP
12100 WILSHIRE BOULEVARD STE 1600
LOS ANGELES CA 90025

Re: TIME EXTENSION FOR VESTING TENTATIVE TRACT MAP No. 52584

Dear Ms. Freilich:

Below is the time extension analysis provided by County Counsel specific to Vesting Tentative Tract Map No. 52584. An automatic time extension to February 6, 2017 is recognized by the County from the below analysis.

County Counsel Analysis

"The original tract map was approved on February 6, 2002. Based on that information, the original expiration would have been in 2004 [under 66452.6(a)]. Thus, the original expiration date was **February 2004**.

There is a possibility under 66452.6(a) of an additional year if provided by local statute, but it's not clear Title 21 (21.40.180) allows for that one additional year before the discretionary one-year extensions of Section 66452.6(e) kick in. So, presumably the subdivider originally only received the initial 2 years, keeping the original expiration date as February 2004.

Thus, for the map's expiration date to be extended to 2007 when they recorded the first phase of the map, they needed to use three of the six available discretionary one-year extensions under Section 66452.6(e). At that point in time (February 2007), they would still have three one-year extensions under 66452.6(e) left for which they could apply. Using those initial three one-year extensions pushed the expiration date to **February 2007**.

Then, on January 29, 2007, the subdivider recorded the first phase of the map, spending the requisite sum on improvements, which entitled them to a three-year extension on the map until **February 6, 2010** pursuant to Section 66452.6(a)(1). It was at that point (with a 2/2010 expiration date) that the Map Act automatic statutory extensions start to take effect, the first one stemming from Section 66452.21.

The first automatic extension, under Section 66452.21, extended the expiration date to **February 6, 2011**.

Then, another automatic extension under 66452.22 took effect, adding two more years to the map, extending the expiration date to **February 6, 2013**.

Section 66452.23 granted another two-year extension, once again extending the expiration date, this time to **February 6, 2015.**

Finally, another two-year extension was granted by Section 66452.24(a), extending the expiration date to **February 6, 2017**.

So, the subdivider gets to February 2017 without needing to use any more of the discretionary one-year extension. Thus, there is nothing that they need to file to have the Map's expiration extended to February 2017.

Moreover, **if**, prior to February 6, 2017, they file another phased map and spend the requisite sum on public improvements, they would get another automatic three-year extension under Section 66452.6(a)(1).

If the subdivider does not record another phase by 2/6/17, then they still have the three one-year discretionary extensions. They must request those however, because they are not automatic."

If the tentative tract map does not record prior to the expiration date, a request in writing for an extension of the approval, accompanied by the appropriate fee, **must be delivered in person to Room 1382 within one month prior to the expiration date.**

This time extension will also apply to any entitlements associated with Vesting Tentative Tract Map No. 52584. Please be aware that this letter is being provided as a courtesy and that the Department of Regional Planning cannot guarantee future application of this analysis. It is the responsibility of the applicant to track the project's expiration date and verify the information provided above.

If you have any questions regarding the analysis, you may contact me at (213) 974-6433. Our office hours are Monday through Thursday, 7:30 a.m. to 5:30 p.m. We are closed on Fridays.

Sincerely,

DEPARTMENT OF REGIONAL PLANNING
Richard J. Bruckner
Director

Kim K. Szalay, AICP, Supervising Regional Planner
Land Divisions Section

c: Richard J. Bruckner, Director
Sorin Alexanian, Deputy Director

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

AMY E. FREILICH
DIRECT DIAL: (310) 254-2260

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Fax: (310) 209-8801

E-MAIL: Amy@AGD-LandUse.com

WEB: www.AGD-LandUse.com

January 31, 2017

VIA E-MAIL

John Todd, Deputy Fire Chief
Fire Prevention Bureau
Los Angeles County Fire Department
1104 N. Eastern Avenue
Los Angeles, CA 90063

John.Todd@fire.lacounty.gov

Richard Bruckner, Director
Los Angeles County Department of Regional Planning
320 W. Temple Street, 13th Floor
Los Angeles, CA 90012

rbruckner@planning.lacounty.gov

Re: Regional Planning Commission February 1, 2017 meeting (continued from January 11, 2017 meeting);
Applicant: iStar Inc.,
Revised Vesting Tentative Tract Map No. 52584-1 (VTTM), Agenda Item 5

Dear Deputy Chief Todd and Director Bruckner:

This firm represents iStar Inc. and its affiliate, SFI Los Valles LLC (iStar), with respect to its application for the Los Valles Project, a proposed 497 home development in the Castaic area of Los Angeles County (Project).

I am writing with respect to iStar's request at the January 11, 2017 public hearing that the Regional Planning Commission (RPC) approve Revised Vesting Tentative Tract Map No. 52584 ***without the Barcelona Road extension***. A map showing the portion of the proposed Barcelona extension that we are seeking to have removed from the Project approval is attached to this letter.

To summarize our rational for requesting removal of the Barcelona Road Extension shown on the VTTM and our testimony at the January 11 public hearing before the RPC regarding this request:

I. There is no legal basis to require a third access point for the Project; imposing construction of a third access point on the Project to provide regional benefit, when there is no basis for requiring the road for Project purposes, is not authorized by law.

1. The Barcelona Road extension is a third, superfluous access point for the Project. Consistent with County Code requirements for the number of homes being proposed, there are two access points provided by the Project – direct access via Hasley Canyon Road on the south and Hayward Drive on the east.

2. We have been informed by Fire Department staff that County regulations authorize the Fire Department to request a third access road for Project fire protection. In fact, the County Subdivision Code provision on which Fire Department staff states reliance only authorizes the advisory agency to require two means of access for the Project.

> Section 21.24.030 Wildland Access.
> "Notwithstanding the provisions of Sections 21.24.020 and 21.24.190, the advisory agency may disapprove a design of a division of land which utilizes a cul-de-sac or branching street system or other single-access street or street system as the sole or principal means of access to lots within the division, where the forester and fire warden advises:
>
> A. That the street or street system will traverse a wildland area which is subject to extreme hazard from brush or forest fires;
>
> B. ***That the lack of a second route of access*** would unduly hinder public evacuation and the deployment of fire-fighting and other emergency equipment in the event of a brush or forest fire**.**" (emphasis added).

County Code Section 21.24.040 authorizes modifications to lessen the severity of the code requirements, but Fire Department staff has not provided us with any law or policy that authorizes the increase in intensity of these requirements.

3. The extension of Barcelona Road would connect the largely residential community of Hillcrest Park to the north of the Project site with Hasley Canyon Road to the south of the Project site. Fire Department staff has indicated to us that the purpose of this access would be to provide access from the new fire station on Hasley Canyon Road to the Hillcrest Park community. The Project itself has direct access to Hasley Canyon Road and therefore does not receive benefit from this connection. There is no legal basis to support imposition of this requirement on the Project where there is no rational relationship to the impact caused by the Project. Any such exaction would constitute an unauthorized impact fee on the Project.

II. The Final EIR analyzed removal of the Barcelona Road Extension as an Alternative and identified no new impacts as a result of its removal.

The removal of the Barcelona Road extension was analyzed as Alternative Number 4 in the Final EIR for the Project and was found to have fewer significant impacts than the proposed Project and no fire access or traffic impacts. Grading, air quality and noise impacts (during construction) and aesthetic impacts were found to be less impactful under Alternative 4 than under the Project.

III. **Public Policy weighs in favor of removing the Barcelona Road Extension.**

We believe it is good public policy not to require the Barcelona Road extension for the following reasons:

1. The Barcelona Road extension crosses a ridgeline identified on the County's map as a significant ridgeline, which is specifically identified for protection by the Castaic Community Standards District (CSD). Construction of the road will require a plan exception to the restriction on encroachment on significant ridgelines. Construction of the Barcelona Road extension will also result in grading exceeding 110,000 cubic yards. Although grading on the crest can legally be authorized with a CSD plan exception, we maintain the County should avoid grading on protected ridgelines unless such grading is necessary to meet the requirements of the County Code, which test is not met in this case. Although the extension is designed to be minimally invasive to the extent feasible, and is identified as having no significant impact in the Final EIR, it is still indicated to have greater impact than the Project without this road construction.

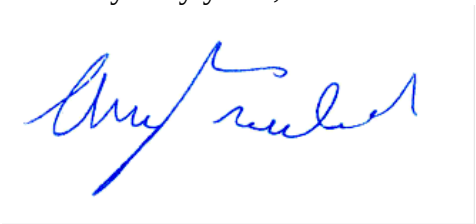
2. The proposed Barcelona Road extension borders (on the east) the area identified by the County and the California Department of Fish & Wildlife (CDFW) for mitigation of biological and jurisdictional waters impacts on the Property, and CDFW has requested that there be no public access to the mitigation area. Construction of the road will make access to this area by the public more likely than if the road is not constructed.

IV. **Communications outside of the Public Hearing should not be considered by the Commission.**

From the Commissioner deliberations at the conclusion of the January 11th public hearing, we believed it was clear the Commission's intention was to approve our client's request to delete the Barcelona Road extension from the Project. However, subsequent to the public hearing, Fire Department and Regional Planning staff indicated to us they held a meeting with one of the planning commissioners to discuss our client's requested removal of the Barcelona Road extension. We are requesting, consistent with due process requirements in administrative hearings, that the Commission be advised not to consider this communication in reaching its decision on this matter.

In conclusion, there is no basis in the County Code to impose a third access requirement on the Project, the Final EIR concludes that the Project has less environmental impact without the Barcelona Road extension than with it, and there are good public policy arguments that outweigh the value this road between suburban communities would afford. We therefore ***respectfully request that the RPC condition its approval of the Project with the removal of the Barcelona Road extension in the area shown on the attached map***.

Very truly yours,

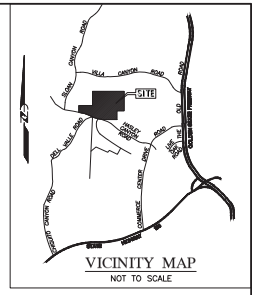


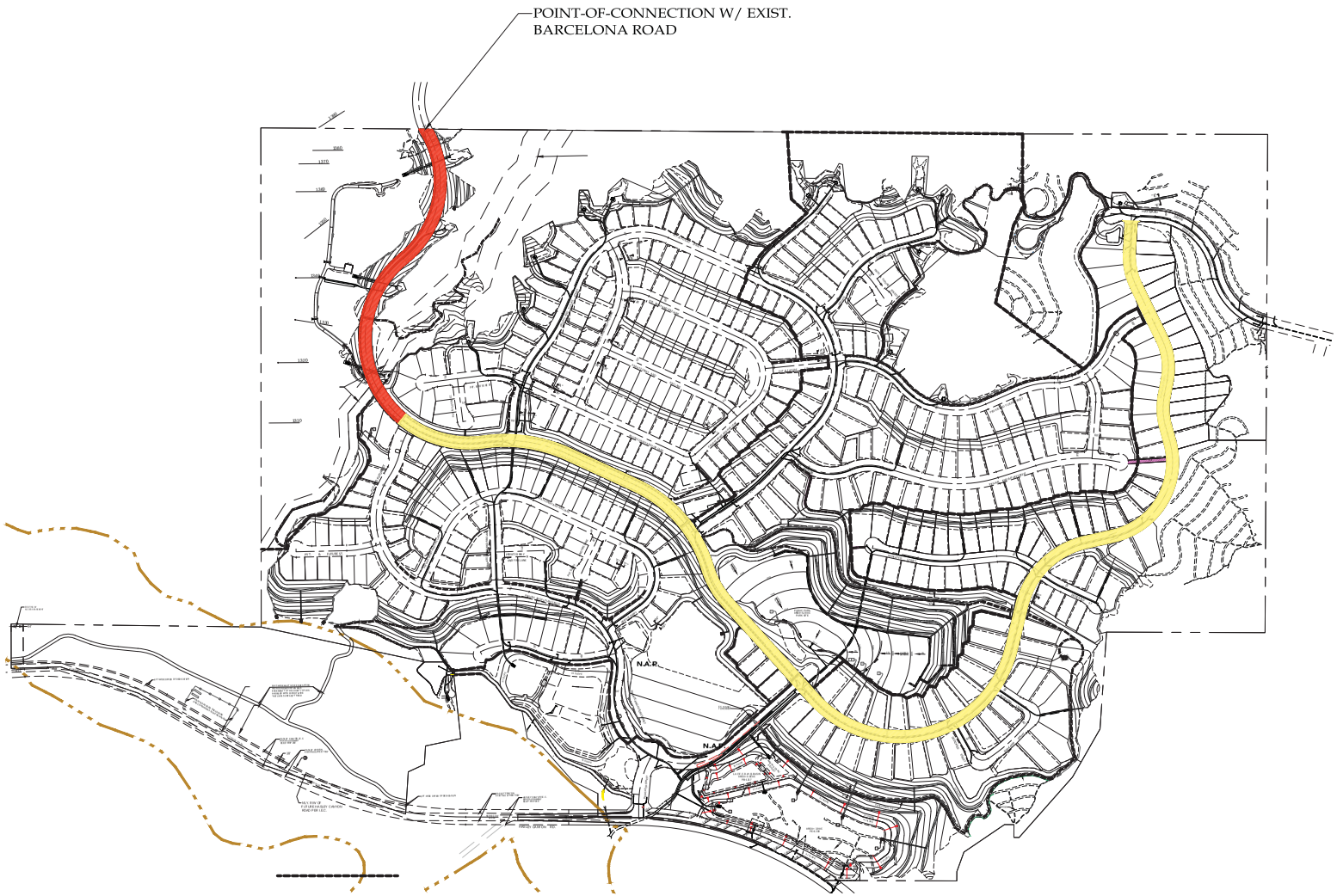
Amy E. Freilich

cc: Regional Planning Commissioners
Mr. Edel Vizcarra, evizcarra@lacbos.org
Mr. Steven Jones, sdjones@planning.lacounty.gov
Jill Jones, Esq. jjones@counsel.lacounty.gov
Mr. Steve Wylder, swylder@istar.com

VESTING TENTATIVE TRACT MAP No. 052584

LOCATED IN THE UNINCORPORATED TERRITORY OF
THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA





PROPERTY APN
2844-062-032, -033
3247-032-032

"BARCELONA EXTENSION"

BARCELONA RD. TO REMAIN

GRAPHIC SCALE
(IN FEET)
200 100 0 200 400 600

OWNER/DEVELOPER:
SFI LOS VALLES LLC
10960 WILSHIRE BLVD., SUITE 1260 LOS ANGELES, CA 90024
PH.: (310) 315-5566 FAX: (310) 315-7017

MAJOR LAND DIVISION
REVISED
VESTING TENTATIVE TRACT MAP NO.
052584
IN THE UNINCORPORATED TERRITORY OF COUNTY OF LOS ANGELES,
STATE OF CALIFORNIA.

BENCH MARK
NEWHALL 1995 L 5274
DESCRIPTION: DPW BM TAG IN TOP OF FLAT ROCK & CONC 19 M S/O C/L HASLEY CYN RD & 7M E/O C/L DEL VALLE RD 5.2 M N/O FIRE HYD.
ELEVATION 1211.458

DRAWN BY: LDC			
CHECKED BY: C.G.			
DESIGNED BY: LDC			
	DATE CHANGED	CHANGED BY	REVISION

REGISTERED PROFESSIONAL ENGINEER
No. 54156
Exp. 12-31-17
CIVIL
STATE OF CALIFORNIA

PREPARED BY:
LAND DESIGN CONSULTANTS, INC.
Land Planning, Civil Engineering, Surveying & Environmental Services
801 Royal Oaks Drive, Ste. 104, Monrovia CA
Ph. (626) 379-7000, Fax (626) 379-7575
http://www.ldcinc.com

Charles A. Gilman, R.C.E. No. C54155 DATE

LDC

Proj. No. 11018-001

SHEET 1 OF 1

J:\Civil 3D Projects\11018001\05_Draft Sets\06_Exhibits\Core Revisions\Core Revisions.dwg on Jul. 2017 7:19 am GILMAN

ATTORNEYS AT LAW
OM
OLIVAREZ MADRUGA

Olivarez Madruga, LLP
1100 S FLOWER ST, SUITE 2200, LOS ANGELES, CA 90015
TEL: 213.744.0099 • **FAX:** 213.744.0093
WWW.OMLAWYERS.COM

Agenda Item 5

February 1, 2017

VIA E-MAIL AND HAND DELIVERY

Doug Smith, Chair, and Members of the
Regional Planning Commission
County of Los Angeles
c/o Department of Regional Planning
Land Divisions Section, Room 1382
320 West Temple Street
Los Angeles, CA 90012

Re: Los Valles Project No. 98-034-(5) ("Project")
Environmental Assessment No. 2013-00138 – Final EIR
Vesting Tentative Tract Map No. 52584 ("Tentative Tract")
Regional Planning Commission Hearing: February 1, 2017

Dear Chair Smith and Members of the Regional Planning Commission:

On behalf of Messrs. Ron Lombardi and Eugene Lombardi ("Lombardi"), we ask that the Commission, *prior to approving today's Agenda*, either:

(i) agree to re-open the public hearing on Agenda Item 5; or

(ii) move today's "Public Comment" (Agenda Item 8) to the beginning of the meeting, to allow the public to express concerns about the Project before the Commission votes.

We provide the Commission with the following outline of the grounds for our request that the Commission ask for modifications to the Project Alternatives, and direct Regional Planning Staff to recirculate the EIR.

1. The Project Fails to "Enhance Connectivity of the Roadway Network"

Roadway connectivity to the west (including the adjoining Lombardi Property) is a public matter, not a private one. The County identifies the Lombardi Property as "landlocked"—a condition that County policy requires correcting. The General Plan requires the County to ensure that roads connect to adjoining parcels for the benefit of the public and adjacent landowners.

The Commission has a duty to see the long term, big picture. The Project frustrates the Area Plan policies to "Enhance connectivity of the roadway network," and "extend[ ] secondary access into areas where needed." The Project reflects poor planning and lack of forethought because it ensures that the Lombardi Property remains landlocked for the foreseeable future.

2. The 2007 "Offer to Dedicate" Fails to Provide Feasible Access

The Applicant's statement that it granted to Lombardi a recorded 2007 "private easement" is misleading. The recorded instrument is merely an Offer to Dedicate an easement to the County. It granted nothing to the Lombardi Family, nor does this Offer to Dedicate guarantee that access will actually be constructed. Furthermore, a proposed road at this location was not analyzed in the EIR.

3. An Eleventh-Hour Added "Road Construction" Condition is Vague and Ambiguous

On January 10, 2017, Public Works added this condition:

> Make an offer of easement for road construction purposes in addition to the aforementioned offer of future right of way to the satisfaction of Public Works.

We do not understand what this means, or where the easement is to be located. This condition is vague and ambiguous and it directly affects the Lombardi Property.

4. CEQA Requires Recirculation of the EIR

The legal standard for recirculation is whether the original Draft EIR was adequate to allow meaningful public comment. Staff's own comments state that the DEIR was inadequate without a hydrology report. The addition of the Hydrology Report now requires recirculation. The public was never given the opportunity to comment on the Hydrology Report and have the County's responses included in the Final EIR.

5. The Applicant Created Confusion in Regard to Barcelona Road

The January 11 public hearing created confusion in regard to whether Barcelona Road is in the Project, or out. No revised map was submitted by the Applicant, and now it appears that the road is back in. We ask the Commission to re-open the public hearing on this agenda item to hear public comment on the issue of the Project's roads.

In light of the foregoing, we ask the Commission to: (i) re-open the public hearing of this item; (ii) ask for an addition to the Project Alternatives that provides for westerly connectivity; and (iii) direct Planning Staff to recirculate the EIR.

Nothing herein shall limit any position, right or claim that our client may have at law and in equity, all of which are expressly reserved.

Sincerely,

Lloyd Pilchen
OLIVAREZ MADRUGA, LLP

cc: Supervisor Kathryn Barger, County Board of Supervisors – Fifth District
William S. Hart Union High School District, c/o Supt. Vicki Engbrecht
Castaic Area Town Council, c/o: Sandia Ennis, President
Jim Idleman, Chair, Land Use Committee
Steven Jones, Planner
Henry Wong, Public Works
Rosie O. Ruiz, Commission Secretary

COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Parks Make Life Better!"
John Wicker, Director
Norma E. Garcia, Chief Deputy Director

January 24, 2017

To: Doug Smith, Chair
David W. Louie, Vice Chair
Laura Shell, Commissioner
Curt Pedersen, Commissioner
Pat Modugno, Commissioner

FROM: Kathline J. King, Chief of Planning
Planning Division

Vesting Tentative Tract Map (VTTM) 52584 (Los Valles)

This memo details the Department of Parks and Recreation (Department)'s responses to park-related questions raised at the Regional Planning Commission Public Hearing held on January 11, 2017 for the above map.

The dedication of Open Space Lot 524, 526, and 527
The Department has determined that Open Space Lots, 524, 526, and 527 are not suitable for acquisition as natural areas or sanctuaries to be operated and maintained by the County. Open Space Lot 524 is a highly disturbed area which is covered in non-native grass and weed species. There are several non-native trees as well as approximately 35 (60" or larger) box trees that are Deodor Cedar and other pine species. Open Space Lots 526 and 527 have a large swath of non-native and very invasive Arundo. Due to previous burn in the area, the habitat looks sparse and mostly non-native based on our site visit and review of aerial photographs. There also seems to be a lot of grading along the dry stream bed and three areas that are possibly solar panels based on aerial views.

Planting of California Live Oak on dedicated Public Park Lot 511
The Subdivider is proposing to include a public park on Lot 511 (5.28 net acres) as part of the subdivision. The Department is requiring that the Subdivider develop and then convey to the County the public park. Planting a specimen California Live Oak (Quercus agrifolia) on the park lot as an important accent feature is acceptable to the Department. However, for additional California Live Oaks, the Department recommends that they be planted within the homeowners' association (HOA) maintained slopes around the park. There is an increased cost to the Department to maintain California Live Oaks because they are protected by ordinances and have strict requirements regarding encroachment, trimming, and replacement.

The dedication of Lot 523
Due to financial constraints, the Subdivider had created Lot 523 (which is directly adjacent to Public Park Lot 511) for future development by the Department. The Department is willing to accept Lot 523 along with Lot 511 and maintain it until Measure A funds and/or other funding are available in the future to develop Lot 523 with park improvements.

If you have any questions, please contact Loretta Quach of my staff at (213) 351-5120 or lquach@parks.lacounty.gov.

KK:CL:LQ

c: Regional Planning (K. Szalay, S. Jones)
Parks and Recreation (J. Gargan, N.E. Garcia, C. Lau, L. Quach, J. McCarthy)
iStar (A. Barrett)
Land Design Consultants (C. Gilman)

LOS VALLES PROJECT

Final Environmental Impact Report

SCH No. 2013121056
Project No. 98-034
Revised Vesting Tentative Tract No. 52584
Variance No. 201300003
Conditional Use Permit No. 201300081
Oak Tree Permit No. 201300023
Environmental Assessment No. 201300138

Lead Agency:

County of Los Angeles
Department of Regional Planning
320 West Temple Street, Room 1362
Los Angeles, CA 90012

Prepared by:

Impact Sciences, Inc.
28 N. Marengo Avenue
Pasadena, CA 91101

December 2016

TABLE OF CONTENTS

Section		Page
1.0	Introduction	1.0-1
2.0	Responses to Comments	2.0-1
	Letter Number A-1	2.0-2
	Letter Number A-2	2.0-7
	Letter Number A-3	2.0-9
	Letter Number A-4	2.0-20
	Letter Number A-5	2.0-24
	Letter Number A-6	2.0-32
	Letter Number B-1	2.0-36
	Letter Number B-2	2.0-38
	Letter Number B-3	2.0-40
	Letter Number C-1	2.0-55
	Letter Number C-2	2.0-112
3.0	Corrections and Additions	3.0-1

LIST OF FIGURES

Figure		Page
F4.0-3	Conceptual Site Plan	3.0-17
F4.0-5	Trails Map	3.0-18
F4.0-6	Conceptual Landscape Plan	3.0-19
F4.0-8	Site Access and Internal Project Circulation	3.0-20
F4.0-14	Interim Controls Conceptual Site Plan	3.0-21
F5.3-4	Vegetaion Community Impacts LLC	3.0-37
FEIR-1	Revised Vesting Tract Map No. 52584	3.0-6
FEIR-2	Public Park Concept Plan	3.0-20
FEIR-3	Pocket Park 'A'	3.0-22
FEIR-4	Pocket Park 'B'	3.0-23
FEIR-5	Pocket Park 'C'	3.0-24
FEIR-6	Pocket Park 'D'	3.0-25
FEIR-7	Pocket Park 'E'	3.0-26
FEIR-8	Pocket Park 'F'	3.0-27
FEIR-9	Community Recreation Center	3.0-28
FES-3	Conceptual Site Plan	3.0-7

APPENDICES

Appendix 5.3-6 2016 Focused Special Status Plant Survey Report

Appendix 5.14-4 Response to Caltrans Letter

Appendix 5.15.1-3 Response to Castaic Lake Water Agency

1.0 INTRODUCTION

This Final Environmental Impact Report (FEIR) for the Los Valles Project (Project) has been prepared in accordance with the California Environmental Quality Act (CEQA) as amended (California Public Resources Code Section 21000 et seq) and CEQA Guidelines (C.C.R Section 15000 et seq.)

According to CEQA Guidelines, Section 15132, the FEIR shall consist of:

(a) The Draft Environmental Impact Report (DEIR) or a revision of the Draft;

(b) Comments and recommendations received on the DEIR either verbatim or in summary;

(c) A list of persons, organizations, and public agencies commenting on the DEIR;

(d) The responses of the Los Angeles County Department of Regional Planning (hereinafter Lead Agency) to significant environmental points raised in the review and consultation process; and

(e) Any other information added by the Lead Agency.

A Mitigation Monitoring and Reporting Program is also required; it can be included as a Chapter of the FEIR; or in this case a separate document.

This document contains responses to comments received on the DEIR for the Project during the public review period, which began March 15, 2016, and closed May 31, 2016. This document has been prepared in accordance with CEQA and the CEQA Guidelines and represents the independent judgment of the Lead Agency. This document and the circulated DEIR comprise the FEIR, in accordance with the *State CEQA Guidelines*, Section 15132.

This document provides revisions to the Draft EIR made in response to comments, staff review, and/or changes to the Project. These revisions also correct, clarify, and amplify the text of the Draft EIR, as appropriate, and do not alter the conclusions of the Draft EIR.

PROCESS

In accordance with Section 15050 of the *State CEQA Guidelines* the County of Los Angeles is the lead agency that prepared both the Draft and FEIR for the Project. The County prepared and circulated the Draft EIR for a period of 77 days, extending from March 15, 2016 and ending on May 31, 2016. The Draft EIR was available for review at the Castaic Library, 27971 Sloan Canyon Road; Stevenson Ranch Library, 25850 The Old Road Ranch, as well as at the Department of Regional Planning's offices Land Divisions

Section, Room 1382, 320 West Temple Street, and an electronic copy of the Draft EIR was posted on the County's website. A public hearing by the County Hearing Examiner on the Draft EIR was held on April 14, 2016 at Live Oak Elementary School. A Notice of Availability of the Draft EIR was transmitted to responsible and trustee agencies, regulatory agencies and known interested persons to request comments on the Draft EIR, pursuant to *State CEQA Guidelines* Section 15086.

Comments on the Draft EIR were received during the comment period, and those comments are responded to in this FEIR. The F EIR, together with the proposed Project, will be submitted to the Planning Commission for review, and the Planning Commission will consider certification of the Final EIR and approval of the permits and approvals described in the DEIR.

CONTENT OF THE FINAL EIR

As discussed above, the primary intent of a final environmental impact report is to provide a forum to address comments pertaining to the analysis contained within the Draft EIR. Pursuant to Section 15088 of the *State CEQA Guidelines*, the County has reviewed and addressed all comments received on the Draft EIR by the comment period deadline. Included within the FEIR are the written comments that were submitted during the public comment period as well as oral comments (relevant to the Draft EIR) received at the Hearing Examiner public hearing.

In order to adequately address the comments provided by interested agencies and the public in an organized manner, this FEIR includes the following chapters and appendices:

Section 1.0: Introduction. This chapter provides a brief introduction to the Final EIR and its contents.

Section 2.0: Responses to Comments: This section provides a list of agencies and interested persons commenting on the Draft EIR; oral testimony from the hearing conducted on April 14, 2016, copies of comment letters received during the public review period, and individual responses to written comments. To facilitate review of the responses, each comment letter has been reproduced and assigned a number: A1 through A6 for letters received from agencies and B1 through B3 for letters received from organizations and C1 and C2 for letters from individuals. Individual comments have been numbered for each letter and the letter is followed by responses with references to the corresponding comment number.

Section 3.0 Corrections and Additions. This section contains revisions to the Draft EIR text and figures as a result of the comments received by agencies and interested persons as described in **Section 2.0**, and/or errors and omissions discovered subsequent to release of the Draft EIR for public review. County of Los Angeles staff has reviewed this material and determined that none of this material constitutes the type of

significant new information that requires recirculation of the Draft EIR for further public comment under CEQA Guidelines Section 15088.5. None of this new material indicates that the Project will result in a significant new environmental impact not previously disclosed in the DEIR. Additionally, none of this material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation described in Section 15088.

CEQA REQUIREMENTS REGARDING COMMENTS AND RESPONSES

CEQA Guidelines Section 15204(a) provides guidance on the review of environmental documents by the public and agencies. Section 15204(a) states

> *"[i]n reviewing draft EIRs, persons and public agencies should focus on the sufficiency of the document in identifying and analyzing possible impacts on the environment and ways in which significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible. …CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR."*

CEQA Guidelines Section 15204(c) further advises,

> *"Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence." Section 15204(d) also states, "Reviewing agencies or organizations should include with their comments the name of a contact person who would be available for later consultation if necessary. Each responsible agency and trustee agency shall focus its comments on environmental information germane to that agency's statutory responsibility." Section 15204(e) states, "This section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section."*

In accordance with CEQA Section 21092.5, copies of the written responses to public agencies will be forwarded to those agencies at least 10 days prior to certifying the environmental impact report. The responses will be forwarded with copies of this FEIR, as permitted by CEQA, and will conform to the legal standards established for response to comments on draft EIRs.

2.0 RESPONSES TO COMMENTS

The Draft EIR for the Project was circulated for public review on March 15, 2016. The public review period, which ended on May 31, 2016, afforded public agencies, organizations, and the public in general the opportunity to review the Draft EIR and submit written comments regarding the Draft EIR and the proposed Project in accordance with *State CEQA Guidelines* Section 15087.

A total of six agencies, three organizations, and two individuals provided comments and/or letters during the circulation period for the Draft EIR. In addition, nine individuals provided oral comments at a public hearing held before the County Hearing Examiner on April 14, 2016. This section includes copies of the letters and/or comments received, with the responses to the comments raised immediately following each letter. Where changes are necessary to the Draft EIR, those changes are made in **Chapter 3.0 Corrections and Additions**. Additions are in underline and deletions are shown in ~~strikethrough~~ format.

Number Reference	Commenting Person/Agency	Name	Date
A	**Public Agencies**		
A1	Los Angeles County Department of Parks and Recreation	Julie Yom	March 17, 2016
A2	U.S. Army Corps of Engineers, Los Angeles District	Elizabeth R. Thomas	March 23, 2016
A3	California Department of Fish and Wildlife	Betty Courtney	April 27, 2016
A4	South Coast Air Quality Management District	Jillian Wong	April 28, 2016
A5	California Department of Transportation	Dianna Watson	May 25, 2016
A6	Castaic Lake Water Agency	Dirks Marks	May 31, 2016
B	**Organizations**		
B1	Sierra Club, Santa Clarita Group	David Morrow	April 20, 2016
B2	Santa Clarita Organization for Planning and the Environment		April 25, 2016
B3	American Energy Operations		March 24, 2016
C	**Private Citizen/Individual**		
C1	Hearing Examiner Meeting		April 14, 2016
C2	Olivarez Madurga, LLP	Lloyd Pilchen	May 31, 2016

Letter A-1

COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Parks Make Life Better!"

John Wicker, Acting Director

March 17, 2016

Sent via e-mail:sdjones@planning.lacounty.gov

TO: Steven Jones
Department of Regional Planning

FROM: Julie Yom, Park Planner
Planning & CEQA Section

SUBJECT: **DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)**
LOS VALLES
PROJECT NO. 98-034-(5)
REVISED VTTM NO. 52584-1

The Draft EIR for the Los Valles Project has been reviewed for potential impacts on the facilities of this Department. Most of our comments to the Second Screencheck Draft EIR dated June 8, 2015 (attached) have not been incorporated to the Draft EIR. Please see our comments below:

DRAFT EIR

5.13- Recreation:

Page 5.13-7, Castaic Lake State Recreation Area

- Please note that the facility is operated by Department of Parks and Recreation, not Regional Planning.

Page 5.13-10, Trails, 2nd paragraph

- Please edit the second sentence as follows: The following is a discussion of the elements of this system that are located in the general vicinity of the Project Site; trails that are developed and in use are discussed in terms of location, trail length, and other characteristics, while trails that are planned but not developed are discussed in terms of general location or alignment, approximate length, ~~anticipated difficulty~~, and proposed ~~ancillary uses~~ trail-related amenities. 1

Page 5.13-11, Table 5.13-3, Existing and Proposed County Trails

- Please rename Gavin Canyon Trail as "East and Rice Canyon Trails." Also, add an asterisk (*) after East and Rice Canyon Trails and footnote operated by the Santa Monica Mountains Conservancy/ Mountains Recreation and Conservation Authority.

Planning and Development Agency • 510 South Vermont Ave • Los Angeles, CA 90020-1975 • (213) 351-5198

Page 5.13-12

- Under Gavin Canyon Trail, please edit as follows: Rename Gavin Canyon Trail to "East and Rice Canyon Trails." ~~This~~ These approximately 5-mile-long trails are a part of the County Regional Trail system and operated by the Santa Monica Mountains Conservancy/ Mountains Recreation and Conservation Authority. They links Pico Canyon to the proposed Rim of the Valley ~~Corridor~~ Trail. 1

Thank you for including this Department in the review of this document. For questions regarding trails, please contact Olga Ruano at oruano@parks.lacounty.gov or (213) 351-5141. If you have any other questions, please contact me at jyom@parks.lacounty.gov or (213) 351-5127.

JY/ Los Valles Draft EIR

Enclourse: Response to Second Screencheck DEIR dated June 8, 2015

c: Parks and Recreation (N. E. Garcia, K. King, F. Moreno, C. Lau, O. Ruano)

COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Parks Make Life Better!"

Russ Guiney, Director | John Wicker, Chief Deputy Director

June 8, 2015

Sent via e-mail:ctran@planning.lacounty.gov

TO: Christina Tran
Department of Regional Planning

FROM: Julie Yom, Park Planner
Planning & CEQA Section

SUBJECT: **PROJECT CONSULTATION**
LOS VALLES
SECOND SCREENCHECK ENVIRONMENTAL IMPACT REPORT (EIR)
PROJECT NO. 98-034
VTTM NO. 52584

The *Los Valles Project Second Screencheck Draft EIR* has been reviewed for potential impacts on the facilities of this Department. We offer the following comments:

SECOND SCREENCHECK DRAFT EIR

5.13- Recreation:

Page 5.13-7, Castaic Lake State Recreation Area

- Please note that the facility is operated by Department of Parks and Recreation, not Regional Planning.

Page 5.13-10, Trails, 2nd paragraph

- Please edit the second sentence as follows: The following is a discussion of the elements of this system that are located in the general vicinity of the Project Site; trails that are developed and in use are discussed in terms of location, trail length, and other characteristics, while trails that are planned but not developed are discussed in terms of general location or alignment, approximate length, ~~anticipated difficulty~~, and proposed ~~ancillary uses~~ trail-related amenities. 1

Page 5.13-11, Table 5.13-3, Existing and Proposed County Trails

- Please rename Gavin Canyon Trail as "East and Rice Canyon Trails." Also, add an asterisk (*) after East and Rice Canyon Trails and footnote operated by the Santa Monica Mountains Conservancy/ Mountains Recreation and Conservation Authority.

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Page 5.13-12

- Under Mint Canyon Trail, please edit the first sentence as follows: This proposed 4.4-mile-long trail links the Mint Canyon ~~Equestrian~~ Trail to the proposed Bouquet Canyon Trail.

- Under Gavin Canyon Trail, please edit as follows: Rename Gavin Canyon Trail to "East and Rice Canyon Trails." ~~This~~ These approximately 5-mile-long trails are a part of the County Regional Trail system and operated by the Santa Monica Mountains Conservancy/ Mountains Recreation and Conservation Authority. They links Pico Canyon to the proposed Rim of the Valley ~~Corridor~~ Trail.

1

Thank you for including this Department in the review of this document. For questions regarding trails, please contact Olga Ruano at oruano@parks.lacounty.gov or (213) 351-5141. If you have any other questions, please contact me at jyom@parks.lacounty.gov or (213) 351-5127.

JY/ Los Valles Second Screencheck DEIR

c: Parks and Recreation (N. E. Garcia, K. King, F. Moreno, C. Lau, O. Ruano)

A1: Response to comments from Los Angeles County Department of Parks and Recreation dated March 17, 2016

A1-1 The comment requests several technical edits to the Draft EIR. The requested edits have been made in the FEIR. Please see **Chapter 3.0 Corrections and Additions** for changes to the Draft EIR. The requested changes do not modify the analysis in the Draft EIR which concludes that the Project will not result in significant impacts with respect to Public Services/Parks and Recreation.

Letter A-2

-----Original Message-----
From: Thomas, Elizabeth SPL [mailto:Elizabeth.R.Thomas@usace.army.mil]
Sent: Wednesday, March 23, 2016 3:14 PM
To: Steven Jones
Cc: Thomas, Elizabeth SPL
Subject: Regulatory Permit May Be Required SPL-2016-00272-ERT Castaic Los Valles No: 98-034-(5) Project

Dear Mr. Jones:

Regulatory Permit May Be Required SPL-2016-00272-ERT Castaic Los Valles No: 98-034-(5) Project

Thank you for contacting the Army Corps of Engineers Regulatory Division.

The Corps' evaluation process for determining if you need a permit is based on whether or not the proposed project is located within or contains a water of the United States, and whether or not the proposed project includes an activity regulated under Section 10 of the River and Harbor Act or Section 404 of the Clean Water Act. If both conditions are met, a permit would be required. 1

To download a permit application form (ENG 4345) please visit our website:
http://www.spl.usace.army.mil/Missions/Regulatory/PermitProcess.aspx
For Nationwide Permits, please download the SPD (South Pacific Division) nationwide permit Preconstruction Notification (PCN) form.

For information and resources regarding jurisdiction, please see the Jurisdictional Determination:
http://www.spl.usace.army.mil/Missions/Regulatory/JurisdictionalDetermination.aspx

Elizabeth R. Thomas
Regulatory Assistant
North Coast Branch
Regulatory Division
U.S. Army Corps of Engineers, Los Angeles District
213-452-3897 (Ofc); 213-452-4196 (Fax)

A2: Response to comments from U.S. Army Corps of Engineers dated March 23, 2016

A2-1 The comment describes the Army Corps' evaluation process for determining whether a federal regulatory permit will be required and indicates that a proposed project that is located within or contains a water of the United States and includes an activity regulated under Section 404 of the Clean Water Act would require a federal permit. The Draft EIR (pages 5.3-51 through 5.3-52) includes a discussion of the Project's potential to alter federal non-wetland waters and concludes that the Project would affect 0.29 acres of federal non-wetland waters, therefore requiring a federal Section 404 Permit. **Table 4.0-3** on Page 4.0-49 of the Draft EIR identifies a Section 404 Permit under the federal Clean Water Act as a required action for the Project.

Letter A-3

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director

April 27, 2016

Mr. Steve Jones
County of Los Angeles Department of Regional Planning
Land Division Section, Room 1382
Los Angeles, CA 90012
Email: sdjones@planning.lacounty.gov

Dear Mr. Jones:

RE: Los Valles (Project) DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)
SCH #2013121056

The California Department of Fish and Wildlife (CDFW) received a Notice of Availability of a DEIR from Los Angeles County for the Project pursuant the California Environmental Quality Act (CEQA) and CEQA Guidelines.

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW ROLE

CDFW is California's Trustee Agency for fish and wildlife resources, and holds those resources in trust by statute for all the people of the State. (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a).) CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (Id., § 1802.) Similarly for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW is also submitting comments as a Responsible Agency under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381.) CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority. (Fish & G. Code, § 1600 et seq.) Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.) or state-listed rare plant pursuant to the Native Plant Protection Act (NPPA; Fish and Game Code §1900 et seq.), related authorization as provided by the Fish and Game Code will be required.

Conserving California's Wildlife Since 1870

PROJECT DESCRIPTION SUMMARY

Proponent: Los Valles LLC

Objective: The Project includes the following:

(1) The construction of 497 detached single-family homes and associated infrastructure on a 430.4 acre Project site;
(2) approximately 189.29 acres of privately owned open space including approximately 123.25 acres of non-irrigated open space and/or open space landscaped with native vegetation (hereafter referred to as natural open space), approximately 59.6 acres of slopes and a 6.44 acre mitigation area;
(3) a 7.45-acre public park site;
(4) approximately 28.28 acres for recreational use including a 4.5 acre vineyard and a 3.9 acre orchard;
(5) a multi-use trail at the southwest portion of the Project Site that will be dedicated to the County for public use;
(6) water infrastructure including a 850,000 gallon water tank on a 1.55 acre lot and approximately 6.19 acres of storm drain basins; and,
(7) streets and on-site utilities and infrastructure.

In addition, the following offsite improvements are necessary and described as part of the Project:
- Installation of approximately 5,500 linear feet of 16-inch-diameter pipeline;
- upsize of a sewer pipe; and,
- the construction of a left turn pocket (for vehicles).

The DEIR includes four alternatives:
Alternative 1 – No Project/No Development Alternative;
Alternative 2 – Prior Entitlements/Reduced Density Alternative;
Alternative 3 – Reduced Grading Alternative; and,
Alternative 4 – No Barcelona Road Extension Alternative.

Location: The Project Site is in the northwesterly portion of the Santa Clarita Valley in the Castaic community of unincorporated Los Angeles County. The Project is situated approximately 1.9 miles west of I-5 and immediately north of Hasley Canyon Road between Gibraltar Lane and Sloan Canyon Road, to the northeast of the intersection of Hasley Canyon Road and Del Valle Road.

Existing land uses in the vicinity of the Project Site consist of varying densities of residential, commercial, and light industrial. However, land to the west and southwest is mostly undeveloped and privately owned and some properties contain oil wells.

As a result of past use on the Project Site, including a 1960s golf course, past oil drilling, and the grading and partial infrastructure installation associated with prior entitlements, including previously permitted activity conducted under prior entitlements, the majority of the Project site has been disturbed. While the exact acreage is difficult to estimate, as access roadways and uses overlapped resulting in some areas being graded more than once, it is estimated that approximately 300 acres were graded or disturbed (i.e., through roadway access, etc.) as a

direct result of past use on the Project site. The Projects site currently supports jurisdictional resources, protected oak trees, special-status vegetation associations and has a moderate potential to support special-status plants and wildlife based upon biological resources that once included the majority of the site prior to mass grading and other disturbances.

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist the County of Los Angeles (Lead Agency) in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. Editorial comments or other suggestions may also be included to improve the document.

I. Project Description and Related Impact Shortcoming

COMMENT #1:

Section 5.3.1, beginning on Page 5.3-21 describes several special status plant species that are considered to have a moderate potential for occurrence on the site. These species include: Braunton's milk -vetch (*Astragalus brauntonii*) — Federally listed Endangered Species, CNPS Rare Plant Rank 1B.1; round-leaved filaree (*California macrophylla*) — rare plant rank 1B.1; slender mariposa lily (*Calochortus clavatus* var. *gracilis*) — rare plant rank 1B.2; southern tarplant (*Centromadia parryi* ssp. *australis*) — rare plant rank 1B.1; San Fernando Valley spineflower (*Chorizanthe parryi* var. *fernandina*) — federal candidate species for listing, state-listed endangered species, rare plant rank 1B.1; San Gabriel bedstraw (*Galium grande*) — rare plant rank 1B.2; Davidson's bush -mallow (*Malacothamnus davidsonii*) — rare plant rank 1B.2 ; Lyon's pentachaeta (*Pentachaeta lyonii*) — federally listed endangered species, state-listed endangered species, rare plant rank 1B.1; and chaparral ragwort (*Senecio aphanactis*) — rare plant Rank 2B.

The DEIR then concludes on Page 5.3-44 that no special status plant species are likely to occur on the project the Project site based upon multiple focused rare plant surveys conducted in 1997–1998 and 2013.

1

Issue: CDFW is concerned special status plants may have been missed within the Project footprint. The most recent 2013 surveys were conducted during drought conditions which would not optimize the detection of many plant species. CDFW does not consider botanical surveys over two years old as representative of present site conditions.

Specific impact: Special status plant species that may occur within the Project footprint will be injured or killed or otherwise adversely impacted by edge effects. The capability of the Project site to support special status plant species will be diminished or eliminated.

Why impact would occur: Activities described in the Project include habitat modification from grading, trenching, and heavy equipment use and type conversion to managed landscaped habitat including fuel modifications which all have the potential for killing or injuring special status plants. Dust from the Project may escape into offsite areas where it may compromise special status plant pollination, photosynthesis and seed dispersal.

Evidence impact would be significant: The Project may have a substantial adverse effect, either directly or through habitat modifications, on plants species identified as a candidate, sensitive, or special-status species The DEIR does not propose any avoidance or mitigation for impacts to special status plants.

Recommended Potentially Feasible Mitigation Measure(s):

Mitigation Measure #1: To maximize the potential for documenting special status plant species within the Project footprint, and to avoid or mitigate for project impacts to botanical resources below a level of significance, CDFW recommends that all botanical surveys follow the CDFW's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (Survey Protocols) (see website http://www.dfg.ca.gov/biogeodata/vegcamp/natural communities.asp).

Mitigation Measure #2: To mitigate for any unavoidable adverse impacts to special status plant species detected within the Project footprint below a level of significance under CEQA, CDFW recommends offsite acquisition and protection of occupied habitat or the preservation restoration and enhancement of onsite habitats. Enhancement efforts should focus on exotic weed control which will facilitated recovery of the seed bank on many of the site's previously disturbed areas that are found to support special status plant species. Protected areas supporting special status plant species targeted as mitigation should be situated adjacent to protected open space and not result in isolated islands of habitat. A restoration plan to be approved by the Lead Agency and CDFW should be written to include restoration and monitoring methods, annual success criteria, contingency actions should success criteria not be met, long-term management and maintenance goals, a funding mechanism to assure for in perpetuity management and reporting requirements. 1

Mitigation Measure #3: Areas of proposed mitigation should be protected in perpetuity under a conservation easement and dedicated to a local land conservancy.

COMMENT #2:

Page 5.3-44 states, "Western spadefoot (*Spea hammondii*) egg clusters, and tadpoles were observed in two detention basins and in two rainpools that formed along existing dirt access roads. Project implementation would require the removal of the detention basins and rainpools where western spadefoot were detected." The DEIR concludes that Mitigation Measure MM 5.3-1 would reduce impacts to western spadefoot and their habitat to a less than significant level by creating a new breeding pool and adjacent non-breeding season habitat as described under a proposed detailed spadefoot habitat enhancement plan (Spadefoot Plan) that includes monitoring methods, annual success criteria, contingency actions should success criteria not be met, and reporting requirements. 2

Issue: CDFW is concerned that the spadefoot population on the Project site will not be adequately protected in perpetuity as proposed under MM 5.3-1 because: the DIER does not grant CDFW sufficient involvement in the review and approval of the proposed Spadefoot Plan to assure for adequate preconstruction survey and salvage, pond and upland habitat design, long term maintenance and protection in perpetuity.

Specific impact: An inadequately, CDFW-vetted Spadefoot Plan that may be used as a condition of project approval by the Lead Agency could result in the eventual extirpation of spadefoot from the Project site if the Plan does not result in adequate salvage efforts, habitat design and protection and management of mitigation habitat in perpetuity.

Why impact would occur: Designing the planning and implementation of spadefoot habitat creation and management and protection in perpetuity requires a long term resource commitment that has not been demonstrated in MM5.3-1. Absent a long term management commitment and conditioning of these efforts by the Lead Agency, the Spadefoot Plan would not prove successful after many years as proposed because no remedial measures have been proposed if spadefoot pools and upland habitat becomes degraded and fail to function as designed.

Evidence impact would be significant: The project may have a substantial adverse effect, either directly through mortality or through habitat modifications, on western spadefoot, an animal species identified as a special-status species.

2

Recommended Potentially Feasible Mitigation Measure(s):

Mitigation Measure #1: CDFW recommends that MM 5.3-1 in the FEIR: state the following:

- "The Spadefoot Habitat Enhancement Plan shall be reviewed and approved in writing by CDFW and made a condition of Project approval by the Lead Agency";
- "Spadefoot mitigation habitat shall be managed and maintained in perpetuity to assure function for its intended purpose";
- "An endowment shall be established to maintaining spadefoot mitigation habitat in perpetuity"; and,
- "Areas of preserved natural open space including uplands and pools for spadefoot shall be protected in perpetuity under a conservation easement in favor of a local land conservancy."

COMMENT #3:

Page 5.9.2-11 of the DEIR describes impacts to streams subject to CDFW's jurisdiction on the Project site and states, "Surface waters at the Project Site include the intermittent or ephemeral drainage flows of two "blueline streams" identified "Tributary #1", and "Tributary #2" located in the northwest, and central areas of the Project Site, respectively. These natural drainages convey rainfall flows from ridgelines to lower elevations. Tributary #1 supports riparian habitat. There are eight additional canyon drainages mapped on the subject; however none of these tributaries have been found to be jurisdictional. Further, past grading of the Project Site has largely removed or significantly altered these drainages. The major drainage feature in the vicinity of the Project site is Hasley Canyon Creek which traverses the southwest corner of the Project Site, flowing west to east. Hasley Canyon Creek receives primary Project on-site drainage flows from Tributary #1, in addition to westerly off-site flows from an upstream drainage area of approximately 4,500 acres. Hasley Canyon Creek supports scattered riparian vegetation and provides a sandy, meandering streambed that is deemed degraded riparian habitat."

3

Page 5.3-52 of the DEIR describes 12.93 acres of CDFW jurisdictional drainages on the Project site within Hasley Creek and unnamed tributary #1 and #2 and states, "The combined impacts from the previously approved project and the current project would be 2.15 acres of state

jurisdictional areas. Implementation of Mitigation Measure MM 5.3-5, by imposing habitat restoration and expansion of un-named Tributary #1 would reduce impacts to jurisdictional features from both the impacts of work performed under the prior entitlements and the Project to a less than significant level. The Project applicant proposes to apply for a Lake or Streambed Alteration Agreement (LSA) Agreement to accomplish MM 5.3-5.

Issue #1: CDFW concurs that the Project applicant should apply for a LSA Agreement; however CDFW, at this time, cannot concur with the conclusions in the DEIR regarding the number and total acres of CDFW jurisdictional onsite or the total acres which will be impacted by the Project. CDFW has broad jurisdictional authority over waters of the state including those shown as blueline streams and other drainage features that will not be indicated as a blueline stream on a topographic map. Drainages that have been previously removed by the former approved project grading may have re-established during storm events following initial site grading and may also be subsequently impacted by the Project.

Specific impact: The previously project and the Project proposed on the Project site will impact waters of the state (streams) under the jurisdiction of CDFW by altering, diverting, or otherwise disturbing existing flows which support fish and wildlife resources.

3

Why impact would occur: Activities described in the Project include habitat modification from previously approved grading and Project proposed grading, filling, trenching, and heavy equipment operation. An inaccurate comprehensive CDFW streambed delineation will result in undocumented impacts and loss of avoidance and mitigation opportunities.

Evidence impact would be significant: The DEIR appears to exclude impacts to several drainages which fall within the CDFW's jurisdiction which would require avoidance or mitigation measures to reduce the significant impact on fish and wildlife resources that utilize the streams. In addition, the Project may substantially alter the existing drainage pattern of the Project site through the alteration or diversion of a stream, which absent mitigation, could result in substantial erosion or siltation onsite or offsite.

Recommended Potentially Feasible Mitigation Measure(s):

Mitigation Measure #1: To reduce impacts to less than significant CDFW recommends the applicant submit a notification for LSA Agreement, to CDFW, to confirm the extent of the CDFW's jurisdiction over streams within the Project site and integrate Project avoidance and CDFW approved mitigation measures and ratios for Project alterations to CDFW jurisdiction into the Project description. A notification package for a LSA Agreement may be obtained by accessing the CDFW's web site at www.wildlife.ca.gov/habcon/1600.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations. (Pub. Resources Code, § 21003, subd. (e).) Accordingly, please report any special status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). The CNNDB field survey form can be found at the following link:
http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/CNDDB_FieldSurveyForm.pdf. The completed

form can be mailed electronically to CNDDB at the following email address: CNDDB@wildlife.ca.gov. The types of information reported to CNDDB can be found at the following link: http://www.dfg.ca.gov/biogeodata/cnddb/plants_and_animals.asp.

FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089.)

CONCLUSION

CDFW appreciates the opportunity to comment on the DEIR to assist County of Los Angeles in identifying and mitigating Project impacts on biological resources.

Questions regarding this letter or further coordination should be directed to Scott Harris, Environmental Scientist at scott.p.harris@wildlife.ca.gov or phone number (805) 644 -6305.

Sincerely,

Betty J. Courtney
Environmental Program Manager I
South Coast Region

ec: Ms. Betty Courtney, CDFW, Santa Clarita
Ms. Erinn Wilson, CDFW, Los Alamitos
Mr. Scott Harris, CDFW, Ventura
Ms. Kelly Schmoker, CDFW, Mission Viejo
Mr. Brock Warmuth, CDFW, Ventura
Office of Planning and Research, State Clearinghouse, Sacramento

A3: Response to comments from California Department of Fish and Wildlife (CDFW) dated April 27, 2016

A3-1 As further described below, additional rare plant surveys following the identified CDFW botanical survey protocol guidelines (CDFW's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (Survey Protocols) (see website http://www.dfg.ca.gov/biogeodata/vegcamp/natural communities.asp)) were conducted by qualified biologists in April and June, 2016. These surveys were conducted to address CDFW's stated concern that special status plants may have been missed within the Project footprint as the most recent surveys were more than two years old and were conducted in 2013 during drought conditions, which would not optimize the detection of many plant species. No rare plant species were detected during any of the 2016 surveys.

The two 2016 surveys on the Project Site were designed to identify special status plants with moderate or greater potential to occur in the vicinity, comprising the list of special status plants listed in the CDFW comment letter. Based on the seasonal timing, the April 2016 surveys were particularly focused on the following species:

Braunton's milk-vetch (*Astragalus brauntonii*)
Round-leaved filaree (*California macrophylla*)
Slender mariposa lily (*Calochortus clavatus* var. *gracilis*)
San Fernando Valley Spineflower (*Chorizanthe parryi* var. *fernandina*)
San Gabriel bedstraw (*Galium grande*)
Lyon's Pentachaeta (*Pentachaeta lyonii*)
Chaparral ragwort (*Senecio aphanactis*)

No special status plant species were discovered during the April 2016 focused rare plant surveys.

The June 2016 survey included all of the above species as well as the following additional later blooming species:

Southern tarplant (*Centromadia parryi ssp. australis*)
Davidson's bush-mallow (*Malacothamnus davidsonii*)

No special status plant species were discovered during the June 2016 focused rare plant surveys. The complete report discussing the results from these most recent surveys have been incorporated into the FEIR as Appendix 5.3-6 and are added to the Draft EIR as text changes in Chapter 3.0 Corrections and Additions (see updates Section 5.3 Biological Resources [Draft EIR Pages 5.3-23-24].

These findings are consistent with the initial surveys conducted in 1997-1998 for the previously entitled project (which were done during an El Nino year when rainfall levels in the vicinity of the Project Site were more than double the average) during which no rare plants were observed even though the Project Site was not graded at the time, as well as the 2013 surveys described in the Draft EIR. At the time of the 2013 surveys, it was noted that the majority of the Project Site had been extensively graded, and that there were numerous non-native species present on the Project Site. The condition of the Project Site remains highly disturbed. With the exception of a few fragmented patches of native vegetation, the majority of flora on site is comprised of non-native and invasive annual species (Draft EIR Appendix 5.3-2). As no rare plants have been detected following three separate years of surveys with distinctly different weather patterns, it is reasonable to assume special-status plants are absent from the Project Site, thus mitigation would not be warranted or required.

It is understood that edge effects can result in impacts to rare plants, when present. However, the highly disturbed state of the Project Site is a result of extensive, permitted grading. As such, the capability of the Project Site to support special-status plants is already substantially diminished and no special status plant species have been identified on the Project Site over the past 14 years. Further, standard dust control mitigation measures have been incorporated into the FEIR and are required to be implemented before and during any site disturbance. With implementation of these measures, dust impacts to rare plants, if they occur in the vicinity, would be reduced to a less than significant level.

A3-2 In response to the request of CDFW that it be granted sufficient involvement in the review and approval of the proposed Spadefoot Plan to assure for adequate preconstruction survey and salvage, pond and upland habitat design, long term maintenance and protection in perpetuity, the FEIR has been modified to more clearly describe the role of CDFW in the review and approval of the proposed Spadefoot Plan, as requested by CDFW. Refer to Chapter **3.0 Corrections and Additions** for changes to **Mitigation Measure MM 5.3-1**.

A3-3 The jurisdictional delineation conducted for the Project was based on field observations made by Dr. Edith Read in October and November, 2013 and several additional data sources, including shapefiles available online from the National Wetlands Inventory at the United States Fish and Wildlife Services (USFWS) web site (fws.gov), soil survey data and maps from National Cooperative Soil Survey, and a jurisdictional delineation and

other environmental studies conducted for the previously approved project prepared by Rachel Tierney Consulting (1998), Taylor & Company (2001), and Planning Consultants Research (2009), in addition to topographic maps. The delineation report provides examples and rationale for excluding certain features from jurisdiction and is not dependent upon blue lines on a topographic map as the comment suggests. The existing features generally fall into four categories: 1) erosion features (gullies); 2) ditches excavated for drainage purposes in uplands (e.g. concrete v-ditches); 3) stormwater BMPS such as detention basins; and 4) swales with no bed or bank structure that defines a "streambed". The delineation conducted in the late 1990s for the previous project also excluded these features from jurisdiction. There is no indication of disagreement with the conclusions in the previous Streambed Alteration Agreement issued in 2002. It is agreed that drainages that have been removed by a previous project can re-establish. That is why the delineation conducted for the Project documented re-establishment of a blue-line streambed (Tributary #2) that had been excluded from jurisdiction by the previous delineation conducted in the late 1990s. However, based on the site survey and delineation study conducted in 2013, Dr. Read concluded that none of the other drainages had in fact re-established. In addition, the acreage of impacts to CDFW jurisdictional area resulting from the Project (1.95 acres) is larger than, and does not include, the total 1.26 acres of impacts (1.2 acres permanent) identified for the previous (and larger) project, for which a Streambed Alteration Agreement was issued in 2002. There is no evidence that the delineation relied upon by the Draft EIR was inaccurate or not comprehensive or, except as noted with respect to Tributary #2, that Project Site conditions have changed in a manner that would change the conclusions of this delineation. Further, the DRAFT Streambed Alteration Agreement (1600-2016-0203-R5), received November 14, 2016, concurred with the impact acreages of the Project totaling 1.95 acres.

Nonetheless, to address the Comment, Page 5.3-57 (and in the Draft EIR Executive Summary at page 2.0-20), **Mitigation Measure 5.3-5** is updated to address the location of the mitigation area and to provide additional detail on the mitigation restoration plan. Please see **Chapter 3.0 Corrections and Additions** for text edits to **Mitigation Measure 5.3-5.**

With respect to alteration of existing drainage pattern of the Project Site through the alteration or diversion of a stream, the Project will be implementing stormwater control BMPs to minimize erosion or siltation as provided in Draft EIR **Section 5.9 Hydrology**

and Water Quality which would reduce any significant impact on fish and wildlife resources that utilize the streams to a less than significant level.

Finally, the Draft EIR states that a notification package for a Lake or Streambed Alteration (LSA) Agreement should be prepared. An LSA Agreement has been prepared and submitted to CDFW, responded to by CDFW, and is currently in negotiation at the time of this response.

Letter A-4

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL AND USPS:
sdjones@planning.lacounty.gov

April 28, 2016

Mr. Steven Jones
County of Los Angeles – Department of Regional Planning
Land Divisions Section, Room 1382
320 West Temple St.
Los Angeles, CA 90012

Draft Environmental Impact Report (EIR) for the
Los Valles Project No.: 98-034-(5)

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final EIR.

In the project description, the Lead Agency proposes the construction of 497 single family homes and disturbing approximately 269 acres and 7,569,517 cubic yards of soil (Figure 4.0-10). The proposed Project will take approximately seven years to construct. In the Air Quality Section, the Lead Agency quantified the Project's construction and operation air quality impacts and compared those impacts with the SCAQMD's recommended regional and localized daily significance thresholds. Based on its analyses, the Lead Agency has determined that construction of the Project would exceed regional NOx thresholds and localized NOx, PM10 and PM2.5 thresholds. Even with the proposed mitigation measures, the regional and localized impacts from construction emissions associated with the Project would be significant and unavoidable. The SCAQMD staff recommends that the proposed Project include all feasible mitigation measures in the Final EIR to further reduce the projected significant construction impacts. Details are included in the attachment.

Pursuant to Public Resources Code Section 21092.5, SCAQMD staff requests that the Lead Agency provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the Final EIR. Further, staff is available to work with the Lead Agency to address these issues and any other questions that may arise. Please contact Jack Cheng, Air Quality Specialist, at (909) 396-2448, if you have any questions regarding the enclosed comments.

Sincerely,

Jillian Wong

Jillian Wong, Ph.D.
Program Supervisor
Planning, Rule Development & Area Sources

Attachment
JW:JC
LAC160309-04
Control Number

Additional Construction Mitigation Measures

- Since the Project is considered a large operation (50 acre sites or more of disturbed surface area; or daily earth-moving operations of 3,850 cubic yards or more on three days in any year) in the South Coast Air Basin, the Lead Agency is required to comply with all SCAQMD Rule 403(e) – Additional Requirements for Large Operations. This may include but not limited to Large Operation Notification, appropriate signage, additional dust control measures, and employment of a dust control supervisor that has successfully completed the Dust Control in the South Coast Air Basin training class. Therefore, the Final EIR should contain a detailed description of how the Project will comply with Rule 403(e). Please contact dustcontrol@aqmd.gov for more information.

  Additional requirements include but are not limited to:
  - Implementation of Table 2 of Rule 403 at all times and implementation of the actions specified in Table 3 of Rule 403 when applicable.
  - Submittal of a fully executed Large Operation Notification to the Executive Officer.
  - Maintenance of daily records to document the specific dust control actions taken.
  - Installation and maintenance of project signage with project contact person that meets the minimum standards of Rule 403 Implementation Handbook.
  - Identification of a dust control supervisor that has completed the AQMD Fugitive Dust Control Class.

- Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and import/export) and if the Lead Agency determines that 2010 model year or newer diesel trucks cannot be obtained the Lead Agency shall use trucks that meet EPA 2007 model year NOx emissions requirements. 1

- A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

- On-site equipment should be alternative fueled.

- Require the use of electricity from power poles rather than temporary diesel or gasoline power generators.

- Provide minimum buffer zone of 300 meters (approximately 1,000 feet) between truck traffic and sensitive receptors.

- Limit the daily number of trucks allowed at each facility to levels analyzed in the Final EIR. If higher daily truck volumes are anticipated to visit the site, the Lead Agency should commit to re-evaluating the project through CEQA prior to allowing this higher activity level.

- Provide food options, fueling, truck repair and or convenience stores on-site to minimize the need for trucks to traverse through residential neighborhoods.

- Encourage construction contractors to apply for SCAQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for SCAQMD "SOON" funds. The "SOON" program provides funds to accelerate cleanup of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at the following website: http://www.aqmd.gov/tao/Implementation/SOONProgram.htm
  For additional measures to reduce off-road construction equipment, refer to the mitigation measure tables located at the following website: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html.

A4: Response to comments from South Coast Air Quality Management District (SCAQMD) dated April 28, 2016

A4-1 SCAQMD acknowledges the findings of the Draft EIR related to air quality. Due to the size of the Project Site, SCAQMD recommends that the Project comply with Rule 403(e), Additional Requirements for Large Operations. The Project will comply with Rule 403, including Rule 403(e). Please refer to **Chapter 3.0 Corrections and Additions** for edits to the Project Design Features for construction. In addition to the requirements of Rule 403 (e) the commenter includes additional measures beyond the scope of Rule 403. Many of these have been incorporated into the Project (see 3.0 Corrections and Additions). The commenter includes a measure to "limit the daily number of trucks allowed at each facility to levels analyzed in the Final EIR. If higher daily truck volumes are anticipated to visit the Project Site, the Lead Agency should commit to re-evaluating the project through CEQA prior to allowing this higher activity level."

It should be noted that the Project does not include haul truck trips as material will be balanced on site. Nor does the Project include equipment movement on and off the Project Site as equipment will be stored on the Project Site for the duration of each phase. These Project features all help to reduce air quality impacts.

As stated on page 5.2-21 of the Draft EIR, the Project does include a limited number of materials deliveries to the Project Site during the home building phase. The Draft EIR includes the following description of expected deliveries on page 5.2-21, "[i]t is estimated that the number of truck deliveries would average 55 per day the majority of the time during each of the four phases. At peak times, there would be approximately five inbound and five outbound delivery truck trips per hour. Applying a Passenger Car Equivalent (PCE) factor of 2.5, these trips would be equivalent to approximately 13 inbound and 13 outbound passenger car trips per peak hour. Hauling of construction waste from the Project Site to local landfills would also generate additional trips. However, based on the volume of construction debris anticipated (see Section 5.15.2, Solid Waste), truck trips would be minimal and infrequent. The analysis assumes 117 construction worker trips per day."

As stated in the Draft EIR, truck trips are presented as an average. There are numerous factors that will affect the number of materials delivery trips that may occur, these include weather, development phase, material availability and others. Due to the numerous variables that may occur during the construction phase, it would not be

appropriate or feasible to limit the number of materials delivery truck trips in the requested manner. The analysis in the Draft EIR is appropriate for the Project and as the number of truck trips is described as an average, prescriptive limits would not be appropriate. Further, incorporation of this mitigation measure would not materially change the analysis presented in the Draft EIR and would not reduce the significant air quality impact as the significant impact is expected to occur during the grading/infrastructure development phase (i.e., the first two years of construction) and not during the home building phase (where the proposed measure would be applied). As such, this measure has not been incorporated into the Project.

The measures included in Rule 403 and 403(e) have been incorporated into the FEIR for the Project (**See Chapter 3.0 Corrections and Additions)**. Nonetheless, the addition of these mitigation measures does not change the findings of the Draft EIR, and air quality impacts would remain significant and unavoidable for construction.

Letter A-5

DEPARTMENT OF TRANSPORTATION
DISTRICT 7-OFFICE OF TRANSPORTATION PLANNING
100 S. MAIN STREET, MS 16
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PHONE (213) 897-9140
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Serious drought.
Help save water!

May 25, 2016

Mr. Steven Jones
County of Los Angeles
320 West Temple Street, Room 1382
Los Angeles, CA 90012

RE: Los Valles
Vic. LA-5/PM R56.62, LA-126/PM R4.88
SCH # 2013121056
Ref. IGR/CEQA No. 131254AL-NOP
IGR/CEQA No. 160329AL-DEIR

Dear Mr. Jones:

Thank you for extending the CEQA compliance deadline to May 31, 2016 and including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project will construct 497 single-family homes on 153 acres of the 430.4 acres of land.

The master plan project will generate a net 4,756 daily trips and 373/502 AM/PM peak hour trips. The project site is approximately 2 miles away from the State facilities. There are 60 related projects from Los Angeles County and City of Santa Clarita. Los Angeles County related projects will generate 114,538 daily trips, 9453/11,386 AM/PM peak hour trips. City of Santa Clarita related projects' traffic data should be disclosed in the Table 6-1 (Related Project List and Trip Generation). Nevertheless, the cumulative traffic impacts may occur. As a reminder, the decision makers should be aware of this issue and be prepared to mitigate cumulative traffic impacts in the future. 1

In Figure 5-1 and Figure 5-2, Intersection #7 and #8 (two roundabouts) traffic volumes are not consistent with each other. Caltrans has traffic concerns at Intersection #6, #7, and #8 because the LOS provided from Table 9-1 (Summary of Volume to Capacity Ratios and Level of Service AM and PM Peak Hours) does not reflect Caltrans analysis. Nevertheless, the project would have significant cumulative traffic impact to Intersection #7 and #8 in the near future. 2

On page 47 of traffic study (Table 12-1 Freeway Off-ramp Queuing Analysis AM and PM Peak Hours), Peak Vehicle Queue for Year 2023 appears to be low and existing Peak Vehicle Queue needs to be disclosed. Further consultation with Caltrans and recalculation for this table is needed. Since the growth in this is growing, we would like to see traffic volume projected to 2040. 3

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

The County's Bridge and Major Thoroughfare Construction Fee District Report (February 2011) states that Henry Mayo Drive (State Route 126) will be widened from two to four through lanes in each direction, in the vicinity of the Commerce Center Drive intersection. Additionally, Commerce Center Drive at SR-126 westbound ramps will be improved to a full-movement, grade separated interchange. The grade separation project is fully funded and thus, no additional "fair share" fees are required from the Los Valles project beyond the residential project's payment of applicable fees to the Castaic Bridge & Major Thoroughfare District. For Caltrans record, please submit a correspondence from the County with applicable fees that would be charge to Los Valles. 4

Storm water run-off is a sensitive issue for Los Angeles and Ventura counties. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State highway facilities without any storm water management plan. 5

Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large size truck trips be limited to off-peak commute periods. 6

Per your phone conversation with Mr. Alan Lin, Caltrans Project Coordinator, on April 29, 2016, again, we would like to request a meeting with the Lead Agency and consultants to evaluate traffic impacts, identify potential improvements, and establish a funding mechanism that helps mitigate cumulative transportation impacts in the project vicinity.

If you have any questions, please feel free to contact Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 160329AL-DEIR.

Sincerely,

DIANNA WATSON
Branch Chief
Community Planning & LD / IGR Review

cc: Scott Morgan, State Clearinghouse

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

A5: Response to comments from California Department of Transportation (Caltrans) dated May 25, 2016

A5-1 The analysis of the Project's potential impacts associated with traffic, circulation, and access is provided in the Draft EIR in **Section 5.14 Transportation/Traffic**. The analysis presented in **Section 5.14** is based on the Traffic Impact Study technical report contained in Appendix 5.14-1 of the Draft EIR.

The comment correctly states the Project's potential trip generation forecast, which is provided on page 5.14-22 of the Draft EIR and Table 7-1 of the Traffic Impact Study. The comment also refers to the potential trip generation forecast of the analyzed related projects, which is provided in Table 6-1 of the Traffic Impact Study. The Related Projects list, set forth on pages 3.0-39 through 3.0-43 of the Draft EIR and in Table 6-1 of the Traffic Impact Study, includes 61 Related Projects, of which 34 are within the City of Santa Clarita (denominated SC-1 through SC-34). The comment is correct that the trip generation forecast provided on Table 7-1 (114,538 daily trips, 9,453 AM peak hour trips, and 11,386 PM peak hour trips) is for those related projects located within the unincorporated County area (i.e., projects LAC-1 through LAC-26). There is a footnote at the end of Table 6-1 of the Traffic Impact Study disclosing that vehicle trips were not generated for the related projects located in the City of Santa Clarita because the developments are not expected to add new traffic through the study intersections. This is based primarily on the relatively extensive distance between the study intersections and the City of Santa Clarita related projects. Also, as noted on Table 7-1 of the Traffic Impact Study, most of the City projects have been constructed, and thus would not generate new traffic.

The Draft EIR discloses on page 5.14-42 that the Project may potentially contribute to a cumulatively significant traffic impact at the intersection of Commerce Center Drive and Henry Mayo Drive (SR-126). However, as discussed on page 5.14-45 of the Draft EIR, the County is currently constructing a fully-funded improvement at the intersection which would replace the existing intersection with a new grade-separated interchange. Under the future condition, a cumulative traffic impact is no longer calculated and therefore, no mitigation is required. As summarized in **Table 5.14-10** of the Draft EIR, the potential cumulative traffic impacts associated with the Project would be less than significant at the remaining study intersections. Therefore, there are no residual cumulative traffic impacts and no traffic mitigation measures are required.

A5-2 The comment refers to Figures 5-1 and 5-2 of the Traffic Impact Study, which respectively display the counted weekday AM and PM peak hour traffic volumes at the study intersections. The two roundabout intersections comprise Intersection No. 7 (The Old Road/Hasley Canyon Road/I-5 Southbound On-Ramp) and Intersection No. 8 (I-5 Northbound Ramps/Hasley Canyon Road). The statement in the comment that the "…traffic volumes are not consistent…" may refer to volume of traffic exiting one intersection and arriving at the adjacent intersection.

For example, on Figure 5-1 (AM peak hour), 938 vehicles are shown to travel westbound on Hasley Canyon Road from Intersection No. 8, but 947 vehicles are counted to arrive at Intersection No. 7 in the same hour (i.e., a difference of 9 vehicles or less than 1% of the total traffic counted in the hour). Similarly, Figure 5-2 (PM peak hour) shows 1,118 vehicles traveling west on Hasley Canyon Road from Intersection No. 8 and 1,086 vehicles arriving at Intersection No. 7 via westbound Hasley Canyon Road (i.e., a difference of 32 vehicles or approximately 3% of the total traffic counted).

In the afternoon, the two intersections have different peak hours as shown in Table 5-1 (4:30 – 5:30 PM for Intersection No. 7 and 4:45 – 5:45 PM for Intersection No. 8) which would expectedly result in slightly different values in terms of traffic leaving Intersection No. 8 and arriving at Intersection No. 7. Overall, the relatively minor discrepancy in the traffic counts between the two intersections would not change the analysis and findings regarding the operations of the intersections and the potential traffic impacts due to the Project. The very slight differences of traffic volumes are within typical tolerances of traffic counts conducted at adjacent intersections. Further, as shown in Table 9-1 of the Traffic Impact Study, Intersection Nos. 7 and 8 are calculated to operate at very good LOS A and B conditions during the AM and PM peak hours in all scenarios (Existing, Existing + Project, and cumulative Existing + Project + Related Projects), meaning that a 1-3 percent adjustment in the existing traffic count would not change the finding of acceptable operations at the two intersections.

The comment further states "concerns" with the traffic analysis summarized in Table 9-1 of the Traffic Impact Study because it "…does not reflect Caltrans analysis." The comment does not state a reason why the traffic analysis provided in the Draft EIR and Traffic Impact Study is inadequate or inaccurate. Further, the comment does not offer an alternative methodology. As stated in the Traffic Impact Study (e.g., on page 1), the Intersection Capacity Utilization (ICU) methodology was used to evaluate operations at the study intersections, with the exception of the two roundabout intersections

(Intersection Nos. 7 and 8), for which methodologies provided in the Highway Capacity Manual (HCM) were utilized because the ICU methodology is not applicable to roundabouts.

While not specifically stated in the comment, the Caltrans Guide for the Preparation of Traffic Impact Studies (December 2002) (Caltrans Guide) was consulted. The Caltrans Guide was previously cited by the commenter in a prior letter (dated January 16, 2014) submitted in response to the Project's Notice of Preparation as a reference document. The Caltrans Guide suggests the use of HCM for analysis of study intersections on State facilities. As noted above, HCM was used to evaluate Intersection Nos. 7 and 8. Further, HCM was utilized to evaluate vehicle queueing of the I-5 southbound off-ramp at The Old Road intersection (Intersection No. 6) under cumulative conditions (these calculations are contained in Appendix B of the Traffic Impact Study). While not required, additional HCM calculations were prepared for the Existing and Existing + Project scenarios at Intersection No. 6 during the AM and PM peak hours as well as for Alternative 4 (No Barcelona Road). These calculations, in addition to the previously prepared cumulative scenario calculations provided in the Traffic Impact Study, are provided in the FEIR in **Table 2.0-1, HCM Intersection Impact Analysis AM and PM Peak Hours Proposed Project** and **Table 2.0-2 HCM Impact Analysis AM and PM Peak Hours – Alternative 4 No Barcelona Road**. As shown in Table 2.0-1, Intersection No. 6 is calculated under the HCM methodology to operate at LOS C throughout all scenarios in the AM peak hour, and at LOS B throughout all scenarios in the PM peak hour. These service levels are considered to be acceptable under the Caltrans Guide. It should also be noted that although there are different volumes for Alternative 4 compared to the proposed Project, the HCM analysis produced identical results.

Regarding Intersection Nos. 7 and 8, while the Caltrans Guide provides suggestions for analysis methodologies and software for various types of street and freeway conditions, it is silent in regards to the analysis of roundabouts. It is further noted that for many other types of street conditions (e.g., for signalized and unsignalized intersections), the Caltrans Guide recommends the use of the HCM. The comment does not state a specific concern or objection related to use of the HCM for analysis of the roundabout intersections as evaluated in the Traffic Impact Study.

Finally, with respect to the statement in the comment that the Project will contribute to cumulatively significant traffic impacts at Intersection Nos. 7 and 8, as noted above, these intersections are forecast to operate at LOS A and B in the cumulative scenario, which is

considered to be acceptable under the Caltrans Guide. The comment does not offer any data or analysis to support its assertion regarding potential cumulative traffic impacts due to the Project at these intersections.

Table 2.0-1 HCM Intersection Impact Analysis /a/ AM and PM Peak Hours Proposed Project

Intersection	Peak Hour	Existing		Existing + Project		Future Cumulative	
		Delay/b/	LOS/c/	Delay/b/	LOS/c/	Delay/b/	LOS/c/
No. 6: I-5 Freeway SB Off-Ramp – Sedona Way/The Old Road	AM	22.7	C	23.1	C	23.2	C
	PM	16.6	B	16.8	B	16.8	B

Source: Linscott, Law & Greenspan, engineers, 2016
/a/ Analysis based on the Highway Capacity Manual, 2000, operational analysis methodologies
/b/ Approach delay reported in seconds per vehicle
/c/ Intersection Levels of Service were based on the following criteria:

Signalized Control Delay (s/veh)	*LOS*	*Unsignalized Control Delay (s/veh)*
<= 10	*A*	*<= 10*
> 10-20	*B*	*> 10-15*
> 20-35	*C*	*> 15-25*
> 35-55	*D*	*> 25-35*
> 55-80	*E*	*> 35-50*
> 80	*F*	*> 50*

Table 2.0-2 HCM Impact Analysis /a/ AM and PM Peak Hours – Alternative 4 No Barcelona Road

Intersection	Peak Hour	Existing		Existing + Project		Future Cumulative	
		Delay/b/	LOS/c/	Delay/b/	LOS/c/	Delay/b/	LOS/c/
No. 6: I-5 Freeway SB Off-Ramp – Sedona Way/The Old Road	AM	22.7	C	23.1	C	23.2	C
	PM	16.6	B	16.8	B	16.8	B

Source: Linscott, Law & Greenspan, engineers, 2016
/a/ Analysis based on the Highway Capacity Manual, 2000, operational analysis methodologies
/b/ Approach delay reported in seconds per vehicle
/c/ Intersection Levels of Service were based on the following criteria:

Signalized Control Delay (s/veh)	*LOS*	*Unsignalized Control Delay (s/veh)*
<= 10	*A*	*<= 10*
> 10-20	*B*	*> 10-15*
> 20-35	*C*	*> 15-25*
> 35-55	*D*	*> 25-35*
> 55-80	*E*	*> 35-50*
> 80	*F*	*> 50*

A5-3 The comment refers to Table 12-1 provided in the Traffic Impact Study, which is a summary of the vehicle queue analysis at the I-5 southbound off-ramp at The Old Road, the I-5 northbound off-ramp at Hasley Canyon Road, and the SR-126 off-ramps at the future Commerce Center Drive intersections. The analysis was prepared for the future cumulative AM and PM peak hour traffic volume conditions (i.e., the sum of existing peak hour traffic, traffic due to the related projects, and traffic due to the Project). At the I-5 southbound off-ramp at The Old Road, the forecast vehicle queues are calculated to be less than three vehicles during the peak hours. At the I-5 northbound off-ramp at Hasley Canyon Road, the forecast vehicles queues are calculated to be less than one vehicle during the peak hours. For the future SR-126 westbound off-ramp at Commerce Center Drive, the AM peak hour vehicle queue is forecast to be less than 15 vehicles (as compared to available storage for 33 vehicles) and the PM peak hour vehicle queue is forecast to be less than six vehicles. Finally, at the future SR-126 eastbound off-ramp at Commerce Center Drive, the forecast vehicle queues are calculated to be one vehicle or less during the peak hours. As the analysis shows that the existing I-5 off-ramps and future SR-126 off-ramps are adequate to accommodate the forecast vehicle queues under future build-out conditions (i.e., which is a more conservative, "worst case" analysis as compared to evaluating existing traffic only), there is no need to evaluate existing vehicle queue conditions, as is suggested in the comment.

See Response to Comment A5-2 above regarding the methodology used to analyze the two roundabout intersections in the Traffic Impact Study. As discussed on page 46 of the Traffic Impact Study, the vehicle queuing analysis was also prepared using the HCM methodology, which has been suggested for use by Caltrans in evaluating other types of intersections. The comment does not state a specific concern or objection related to use of the HCM for analysis of vehicle queues including at the roundabout intersections, as evaluated in the Traffic Impact Study.

Finally, the comment requests analysis to an analysis year of 2040, but does not provide any reason or rationale for the suggestion, other than the area is "growing." In any event, analysis to an arbitrary horizon year is not required by CEQA. As stated on page 16 of the Traffic Impact Study, Section 15130 of the *State CEQA Guidelines* state the cumulative traffic analysis can be prepared based on "…a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency..." The cumulative traffic analysis for the Project has been prepared by evaluating the potential traffic

produced by the analyzed related projects listed in the Traffic Impact Study. No additional analyses of future traffic growth or alternative procedures are required. In addition, it is further noted that the analysis of future traffic conditions provided in the Traffic Impact Study is consistent with the procedures recommended in the Caltrans Guide. On page 3 of the Caltrans Guide, it is stated that for projects that do not require a general plan amendment (such as the Project), a "Cumulative Conditions Plus Proposed Project" analysis is sufficient. According to the Caltrans Guide, a "Cumulative Conditions Plus Proposed Project" analysis is described as "Existing Conditions Plus Other Approved and Pending Projects Plus Proposed Project," and is to include "[t]rip assignment and peak hour LOS analysis in the year the project is anticipated to complete construction." That is, the Caltrans Guide does not require analysis of future years beyond the year of expected completion and occupancy of the project for those developments which do not require a general plan amendment. The analysis in the Traffic Impact Study is consistent with the Caltrans Guide and no evidence is provided that would suggest that deviation from this standard is appropriate.

A5-4 The comment restates a summary of the improvement currently under construction at the Henry Mayo Drive (SR-126)/Commerce Center Drive interchange and its relationship to the Project as provided on page 5.14-45 of the Draft EIR. Payment of required Bridge and Major Thoroughfare District (B&T) fees will be conditioned to the Project, with payment due prior to approval of a final map. The Lead Agency will notify Caltrans at the time of payment of the B&T fees.

A5-5 The comment notes that stormwater runoff is not permitted onto state-designated highway facilities without the adoption of a Stormwater Management Plan. As discussed in **Section 5.9-2, Water Quality**, Page 5.9.2-18 of the Draft EIR, runoff from the Project would discharge to Santa Clara River Reach 5. Runoff from the developed portions of the Project Site would be conveyed to either Hasley Canyon Creek or Lower Castaic Creek through a combination of grading, storm drain pipes, catch basins, outlet structures, and rock rip-rap lining along Hasley Canyon Creek. Stormwater runoff during construction and operation of the Project will not impact state-designated highway facilities.

A5-6 To the extent required, vehicles used for construction of the Project which require an oversize/overweight permit will be appropriately obtained from Caltrans. Any Project-related oversize vehicles (such as heavy construction equipment and/or materials) travelling under permit will comply with the conditions of the permit, including any restrictions with respect to travel during peak or off-peak hours.

Letter A-6

CASTAIC LAKE WATER AGENCY

May 31, 2016

Mr. Steven Jones
Department of Regional Planning
320 West Temple Street
Los Angeles, CA 90012

Subject: Comments on the Draft Environmental Impact Report (DEIR) for Los Valles Project No. 98-034-(5)

Dear Mr. Jones:

BOARD OF DIRECTORS
PRESIDENT
THOMAS P. CAMPBELL
VICE PRESIDENT
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BEST BEST & KRIEGER, LLP
SECRETARY
APRIL JACOBS

Castaic Lake Water Agency Staff has reviewed the Draft Environmental Impact Report (DEIR) for the Los Valles Project. The project is comprised of approximately 430 acres of land in Castaic. The Applicant is proposing development of 497 dwelling units on lot sizes ranging from 7,000 to 12,000 square feet, together with community amenities for residents and the public including a park, a multi-use trail and approximately 28 acres for recreational use, a 4.5 acre vineyard, and a 3.98 acre orchard.

We note that the impact analysis in Section 5.15 relies heavily on use of a Water Supply Assessment: "Los Angeles County Waterworks No. 36 Los Valles Project Water Supply Assessment (WSA)" dated May 2015.

The WSA relies in large part on the Final 2010 Santa Clarita Valley Urban Water Management Plan (2010 UWMP). In January 2014, CLWA staff commented on the Notice of Preparation for the Los Valles EIR describing that the 2010 UWMP should be used in analysis for Los Valles; however, significant time has transpired since then and the 2010 UWMP will soon be updated by the Final 2015 UWMP.

The Draft 2015 UWMP is available on the CLWA website and will be considered for adoption at a June 8, 2016 Public Hearing. The WSA should be revised to take into account the 2015 UWMP and the FEIR should include any needed changes to Section 5.15 from the revised WSA. Without these revisions, the WSA/FEIR may rely on out-of-date information when the FEIR is considered for certification by the lead agency (County of Los Angeles). 1

Additionally, the Draft EIR references use of one well or two wells, but it is not entirely clear what the operating plan is for the wells. Without this clarification, it is difficult to determine well operation consistency with CLWA planning documents.

In summary, after the WSA is clarified and referenced to the draft and final 2015 UWMP, the water related impacts from the project should be revised as necessary. The operating plan for the wells must be more clearly described so their consistency with planning documents can be verified. 2

"A PUBLIC AGENCY PROVIDING RELIABLE, QUALITY WATER AT A REASONABLE COST TO THE SANTA CLARITA VALLEY"
27234 BOUQUET CANYON ROAD • SANTA CLARITA, CALIFORNIA 91350-2173 • 661 297•1600 FAX 661 297•1611
website address: www.clwa.org

Thank you for your consideration of these comments. If you have any questions please contact Rick Viergutz, Principal Water Resources Planner at (661) 513-1281. 2

Sincerely,

Dirk Marks
Water Resources Manager

RDV

A6: Response to comments from Castaic Lake Water Agency (CLWA) dated May 31, 2016

In addition to the comment letter provided by CLWA and included as letter A6 in the FEIR, an additional comment from CLWA staff was made to Regional Planning staff. The comment related to organization of the water supply thresholds in the Draft EIR. After publication of the Initial Study and during the preparation of the Draft EIR, Regional Planning staff reorganized the hydrology thresholds and moved threshold (b) to the Draft EIR's water supply section (**Section 5.15.3**). See **Chapter 3.0 Corrections and Additions** for edits to the Draft EIR.

A6-1 The Los Angeles County Waterworks District No. 36 (LACWWD 36) Los Valles Project Water Supply Assessment (WSA) prepared by Stetson Engineers, completed in May 2015, was based on the 2010 UWMP for the Santa Clarita Valley. The 2015 UWMP for the Santa Clarita Valley was adopted by CLWA in June 2016. As noted throughout the 2015 UWMP, LACWWD 36 is not required to prepare an urban water management plan and participated in preparation of the 2015 UWMP as a voluntary cooperating agency and therefore the timing of the process for the UWMP is not relevant to LACWWD 36 analysis. Further, there is no requirement that the WSA be based upon an urban water management plan. Nonetheless, the 2015 UWMP further reinforces the findings of the WSA. Key information relative to the WSA from the 2015 UWMP is added to the Draft EIR, Section 5.15.1 Water Supply. See **Chapter 3.0 Corrections and Additio**ns for changes to the Draft EIR.

A6-2 The commenter's reference to two wells refers to a typographical error on pages 5.15.1-8 and 5.15.1-9 of the Draft EIR. On page 5.15.1-8 the 2,800 gpm Saugus well is mistakenly referred to as a 2,000 gpm well. On page 5.15.1-9 the text refers to "wells" rather than "well". Please see Chapter **3.0 Corrections and Additions** for changes to the Draft EIR to correct these errors.

Section 5.15.1 Water Supply of the Draft EIR summarizes information presented in the 2010 UWMP regarding planned improvements at the time the 2010 UWMP was prepared. As discussed on pages 5.15.1-8 and 5.15.1-9 of the Draft EIR and in the WSA, the Applicant constructed a well mentioned in the 2010 UWMP, comprised of the 2,800-gpm Saugus Formation groundwater production well which was dedicated to District No. 36 in January 2012. The WSA shows no existing Saugus Formation water supply for District No. 36, 500 acre feet per year of planned future Saugus Formation water supply for District No. 36 in normal years, and up to approximately 1,000 acre feet per year of

planned future Saugus Formation water supply for District No. 36 in single and multiple dry years, based on the 2010 UWMP. The draft 2015 UWMP shows an existing Saugus Formation water supply of 500 acre feet per year for District No. 36 in normal years and up to approximately 1,000 acre feet per year of additional planned future Saugus Formation water supply for District No. 36 in single and multiple dry years. The District No. 36 Saugus Formation well will operate as presented in the draft 2015 UWMP. The privately owned well that was described as providing water to the golf course in the future will not be constructed and is not included in the water supplies discussed in the Draft EIR and the WSA.

Letter B-1

Santa Clarita Group
26920 Monterey Ave.
Santa Clarita, CA 91355

4-20-16

Steven Jones
Department of Regional Planning, County of Los Angeles
Land Division Section Rm 1382
320 W. Temple Street
Los Angeles, CA 90012

Via Email to: sdjones@planning.lacounty.gov

Re: **Request for a 30 day extension of the comment period** for the Los Valles Project No. 98-034-(5), and associated permits and that the DEIR be proper posted on the County website

Dear Mr. Jones:

As we began our review of this project, we were dismayed to find that the EIR is not adequately and completely posted to your website. The title page and table of contents are missing, making it almost impossible to review this 1100 page document. We also cannot tell if the appendices to the EIR are posted due to the lack of an index and failure to separate the volumes (we suppose there is more than one volume? Currently your website posts only one extremely large pdf).

We are aware that you do not send out CD's of the document to everyone, so this failure will undoubtedly make it difficult if not impossible for some members of the public to review the DEIR. It impedes the general public that might be interested in this project from the opportunity to research it on your website, and therefore makes commenting difficult. This is a barrier to good public process and must be corrected. 1

This error has also made it impossible for us to review this document in the time allotted for comments, since the incompleteness of the document on your website has made it impossible for us to share it with various Sierra Club members that wish to have an opportunity to review it.

We therefore ask that the Regional Planning Department correct this process error by reposting the DEIR in a complete form to the County website and grant an additional period for its review.

We thank you in advance for your attention to our concerns.

Sincerely,

David Morrow

David Morrow, M.D.
Chairman, Santa Clarita Group

B1: Response to comments from Sierra Club Santa Clarita Group dated April 20, 2016

B1-1 The comment requests a 30 day extension of the comment period. In response, on April 27, 2016, commenter received notice that the County extended the comment period close date of April 29, 2016, to May 31, 2016, (bringing the total comment period to 77 days) and updated the non-mandatory electronic version of the Draft EIR at the County's website (http://planning.lacounty.gov/case/view/98-034/). (Notice of Time Extension for Public Comment).

Letter B-2

SCOPE
Santa Clarita Organization for Planning and the Environment
TO PROMOTE, PROTECT AND PRESERVE THE ENVIRONMENT, ECOLOGY
AND QUALITY OF LIFE IN THE SANTA CLARITA VALLEY
POST OFFICE BOX 1182, SANTA CLARITA, CA 91386

4-25-16

Steven Jones
Department of Regional Planning, County of Los Angeles
Land Division Section Rm 1382
320 W. Temple Street
Los Angeles, CA 90012

Via Email to: sdjones@planning.lacounty.gov

Re: Los Valles Project No. 98-034-(5), and associated permits - Request for a 30 day extension of the comment period

Dear Mr. Jones:

Last week as several of our members began their review of this project, we received complaints that the EIR on your website is not complete - the title page and table of contents are missing. Without a table of contents it is not possible impossible to review this 1100 page document. We believe that the appendices to the EIR are also not posted, since they are usually separate pdfs. Due to o the lack of an index and table of contents, it is impossible to tell.

The County provided SCOPE a CD of this EIR, but due to the fact that we have multiple people reviewing the document from different locations, they must be able to access your website and down load the full document or view it on line in order to complete our comments. 1

Not having the DEIR fully and correctly posted will also make it impossible for other interested members of the public to review it. This is a barrier to good public process/

We therefore ask that the Regional Planning Department correct this process error by reposting the DEIR in a complete form to the County website and grant an additional 30 day period for its review.

Thank you in advance for your attention to our concerns. Please notify us of your decision in this matter.

Sincerely,

President

B2: Response to comments from Santa Clarita Organization for Planning and the Environment dated April 25, 2016

B2-1 See Response to Comment B1-1.

Letter B-3

From: Joe Grigg <jgrigg@aeoinc.us>
Sent: Thursday, March 24, 2016 12:01 PM
To: Steve Wylder; sdjones@planning.lacounty.gov
Cc: jquirk@brightandbrown.com
Subject: LOS VALLES PROJECT NO.: 98-034-(5)
Attachments: Covenant and Restriction.pdf

Gentlemen:

The purpose of this email is to make sure that you are aware of a certain Covenant and Restriction ("Restriction") related to a portion of the lands that are included in the subject project. Such Restriction was entered into as of June 23, 2003 and was recorded on August 9, 2003 as document number 032287598. Attached is a copy of the recorded Restriction. I have also sent this information to you by way of regular mail.

The Restriction designates certain lands where plugged and abandoned oil wells are located as restricted parcels. It also provides that no portion of the restricted parcels may be developed or improved with any single family or other residential building or improvement and that the lands located within twenty-five (25) feet of such oil wells may not be developed or improved for residential purposes.

It is our hope and expectation that all parties involved in the approval and development of the subject project will comply with the Restriction.

Very truly yours,

Joseph J. Grigg, Jr.
President
American Energy Operations, Inc.
Office phone: 818-549-9993 ext. 13
Fax: 818-549-0147

This page is part of your document - DO NOT DISCARD

03 2287598

RECORDED/FILED IN OFFICIAL RECORDS
RECORDER'S OFFICE
LOS ANGELES COUNTY
CALIFORNIA

AUG 08 2003

AT 8 A.M.

TITLE(S) :

LEAD SHEET

FEE FEE $ 40 XX 12

D.T.T

CODE 20 D.A. FEE Code 20 $ 2.00

CODE 19

CODE 9____

Assessor's Identification Number (AIN)
To be completed by Examiner OR Title Company in black ink.

Number of Parcels Shown

THIS FORM NOT TO BE DUPLICATED

FIRST AMERICAN TITLE COMPANY OF L.A.
"SUBDIVISION"

8/8/03

When Recorded Return To:

03 2287598

American Energy Operations, Inc.
550 North Brand Boulevard
Suite 1960
Glendale, California 91203
ATTN: Lee Ross

THE AREA ABOVE IS RESERVED FOR RECORDER'S USE

COVENANT AND RESTRICTION

This Covenant and Restriction ("**Restriction**") is made and entered into as of June 23, 2003, by and among **ARROYO LAND PARTNERS, L.L.C.**, a Delaware limited liability company ("**ALP**"), and **AMERICAN ENERGY OPERATIONS, INC.**, a California corporation ("**AEO**"), with reference to the following:

A. On or about the date that this Restriction is being recorded in the Official Records of Los Angeles County, AEO is conveying to ALP certain real property in Los Angeles County, California. Upon such conveyance and the acquisition by ALP of certain other real property, ALP is and will be the owner of certain real property generally located in Los Angeles County composed of Parcels 1, 2 and 5 of Lot Line Adjustment No. 101-922, as recorded in the Official Records of Los Angeles County (the "**Development Property**"), and AEO will continue to own or lease, and operate, certain real property composed of Parcels 3, 4 and 6 of Lot Line Adjustment No. 101-922 (the "**AEO Property**") which adjoins the Development Property.

B. Prior to the date of this Restriction, there were located on the Development Property ten (10) oil wells, generally at the locations depicted on the map or plat attached as Exhibit A; each of such wells has been plugged and abandoned by AEO.

C. AEO and ALP have agreed that the portions of the Development Property conveyed by AEO to ALP which are located within twenty-five (25) feet of such wells may not be developed or improved for residential purposes. Such portions of the Development Property are more particularly described in Exhibit B attached hereto (the "**Restricted Parcels**").

*

1

9630306-58

D. The parties are executing and recording this Restriction in order to confirm of record the locations of the Restricted Parcels and the foregoing restriction on their use.

3

NOW THEREFORE, IT IS HEREBY AGREED AS FOLLOWS:

1. From and after recordation of this Restriction in the Official Records of Los Angeles County, no portion of the Restricted Parcels may be developed or improved with any single family or other residential building or improvement.

2. The restrictions contained in Paragraph 1 shall not limit use of the Restricted Parcels for golf course or related uses or purposes, for open space, common area, roads and rights of way and other uses ancillary to residential development and improvement of the Development Property, or for other non-residential uses permitted by applicable law and regulation.

3. The covenants, restrictions and agreements contained in this Restriction shall benefit and bind the respective owners of the AEO Property and the Development Property, including their respective successors and assigns, shall run with, benefit and burden both the AEO Property and the Development Property.

4. In the event any action be instituted to enforce any of the terms and provisions contained in Restriction, the prevailing party in such action shall be entitled to such reasonable attorneys' fees, costs and expenses as may be fixed by the Court.

[Signatures begin on next page]

IN WITNESS WHEREOF, the parties have executed Restriction and Restriction as of the date first above stated.

4

ALP: **ARROYO LAND PARTNERS, L.L.C.,**
a Delaware limited liability company

By: **HASLEY CANYON LAND COMPANY, L.L.C.**, a Delaware limited liability company, Managing Member

By: **HIGHRIDGE HASLEY, L.L.C.**, a Delaware limited liability company, Member

By: **HR-HASLEY INVESTORS**, L.L.C., a Delaware limited liability company, Manager and a Member

By: **LAMCO REAL PROPERTY, INC.**, a California corporation, Manager

By: _____
~~Its~~ Linda Kasai
Asst. Vice President

AEO: **AMERICAN ENERGY OPERATIONS, INC.**,
a California corporation

By: _____
Joseph J. Grigg, Jr.,
President

8/8/03

IN WITNESS WHEREOF, the parties have executed Restriction and Restriction as of the date first above stated.

5

ALP: **ARROYO LAND PARTNERS, L.L.C.,**
a Delaware limited liability company

By: **HASLEY CANYON LAND COMPANY, L.L.C.**, a Delaware limited liability company, Managing Member

By: **HIGHRIDGE HASLEY, L.L.C.**, a Delaware limited liability company, Member

By: **HR-HASLEY INVESTORS**, L.L.C., a Delaware limited liability company, Manager and a Member

By: **LAMCO REAL PROPERTY, INC.**, a California corporation, Manager

By: _____
Its_____

AEO: **AMERICAN ENERGY OPERATIONS, INC.**,
a California corporation

By: Joseph J. Grigg Jr.
Joseph J. Grigg, Jr.
President

8/8/03

STATE OF CALIFORNIA)
)ss.
COUNTY OF Los Angeles)

6

On June 30, 2003, before me, the undersigned, a Notary Public in and for said State, personally appeared Linda Kasai, personally known to me ~~(or proved to me on the basis of satisfactory evidence)~~ to be the person whose name is subscribed to the within instrument and acknowledged to me that ~~he~~/she executed the same in ~~his~~/her authorized capacity, and that by ~~his~~/her signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

WITNESS my hand and official seal.

Kathleen M. Snow
Notary Public in and for said County and State

[SEAL]

KATHLEEN M. SNOW
Commission # 1275763
Notary Public - California
Los Angeles County
My Comm. Expires Sep 2, 2004

8/8/03

7

ACKNOWLEDGEMENT

STATE OF CALIFORNIA)
) ss.
COUNTY OF LOS ANGELES)

On this 27th day of June, 2003, before me, Nancy A. Jones, a Notary Public, personally appeared Joseph J. Grigg, Jr., President of American Energy Operations, Inc., known to me to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in this authorized capacity, and that by his signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

WITNESS by hand and official seal.

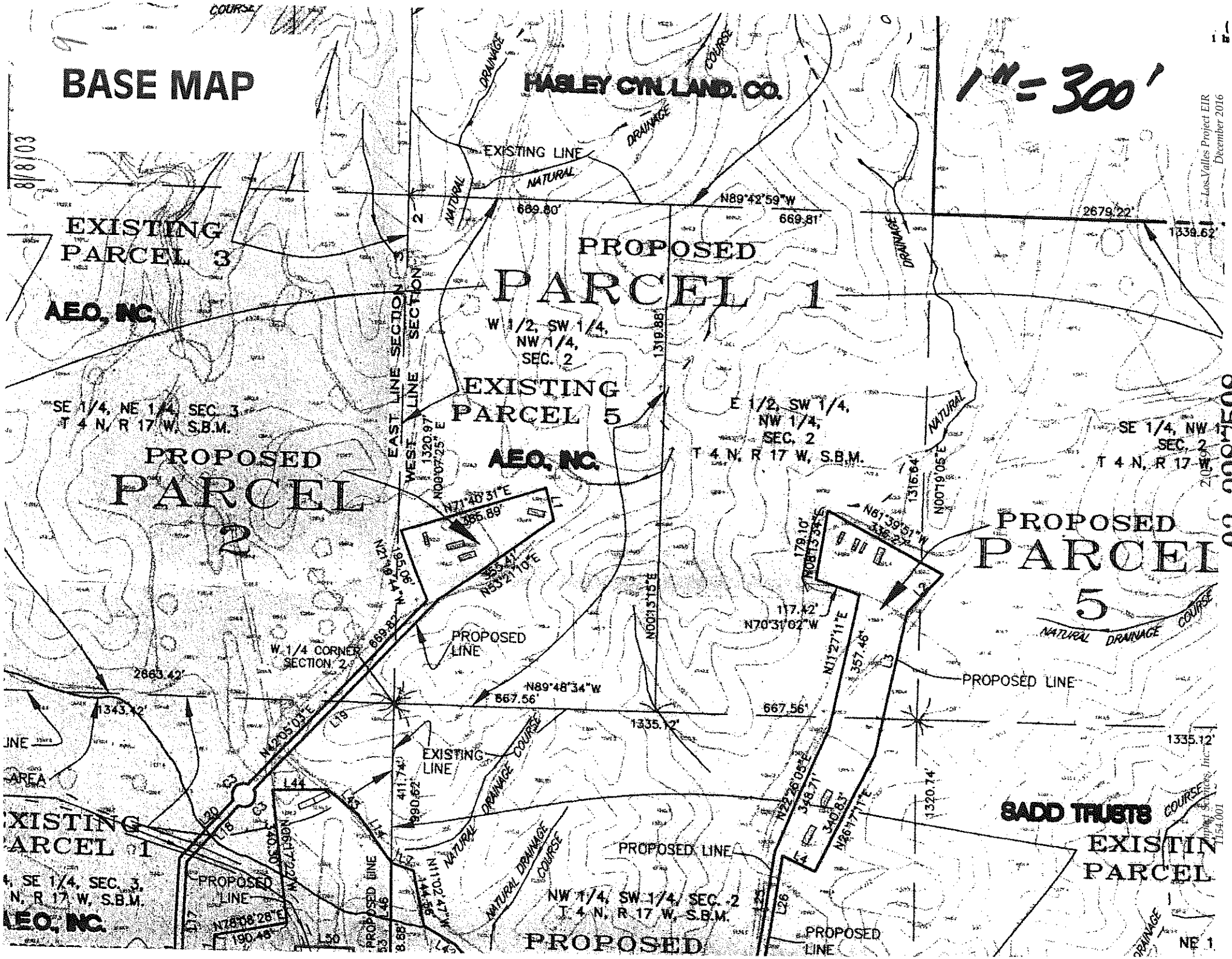
NANCY A. JONES
Commission # 1263677
Notary Public - California
Los Angeles County
My Comm. Expires Jun 9, 2004

Nancy A. Jones
Notary Public

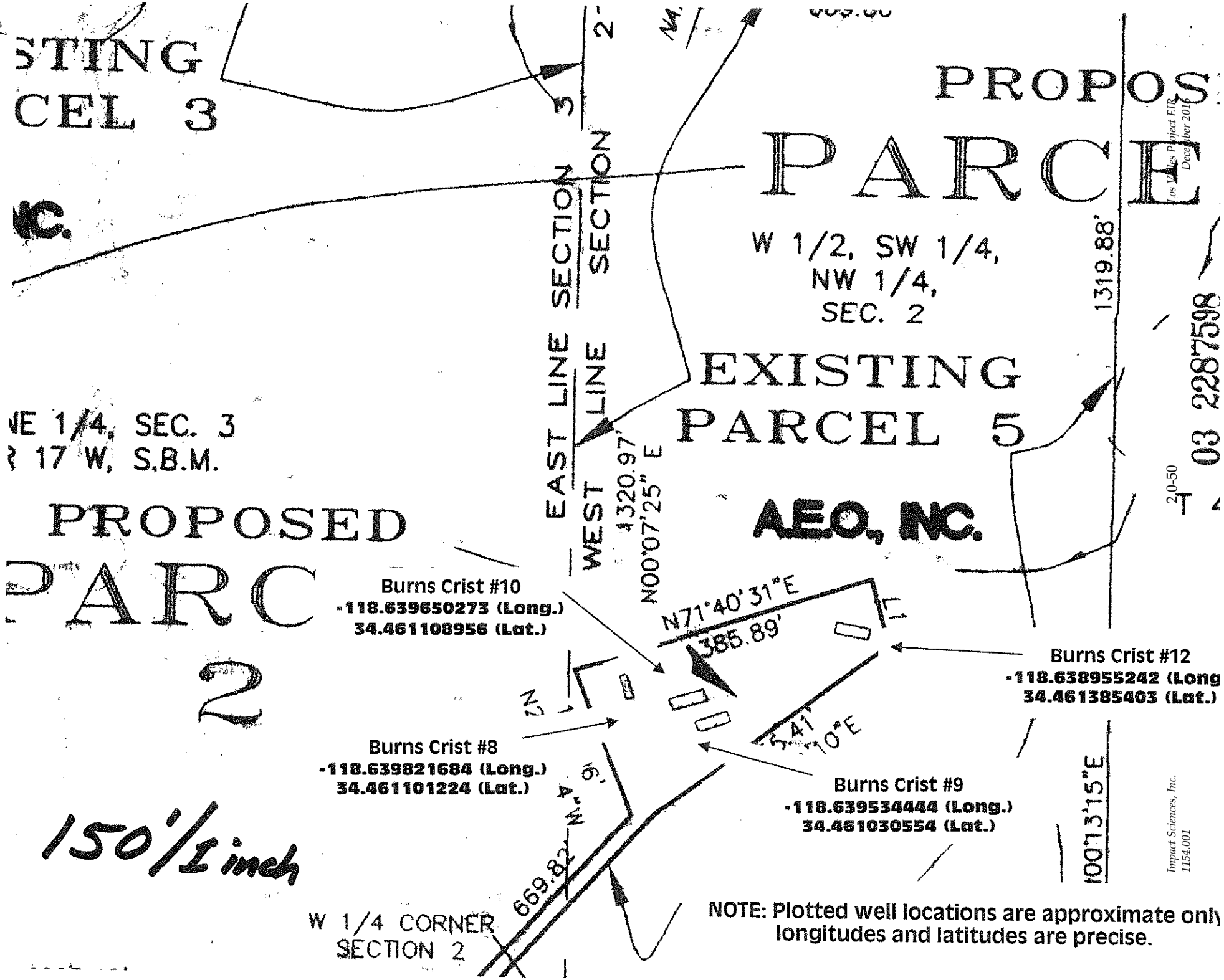
8

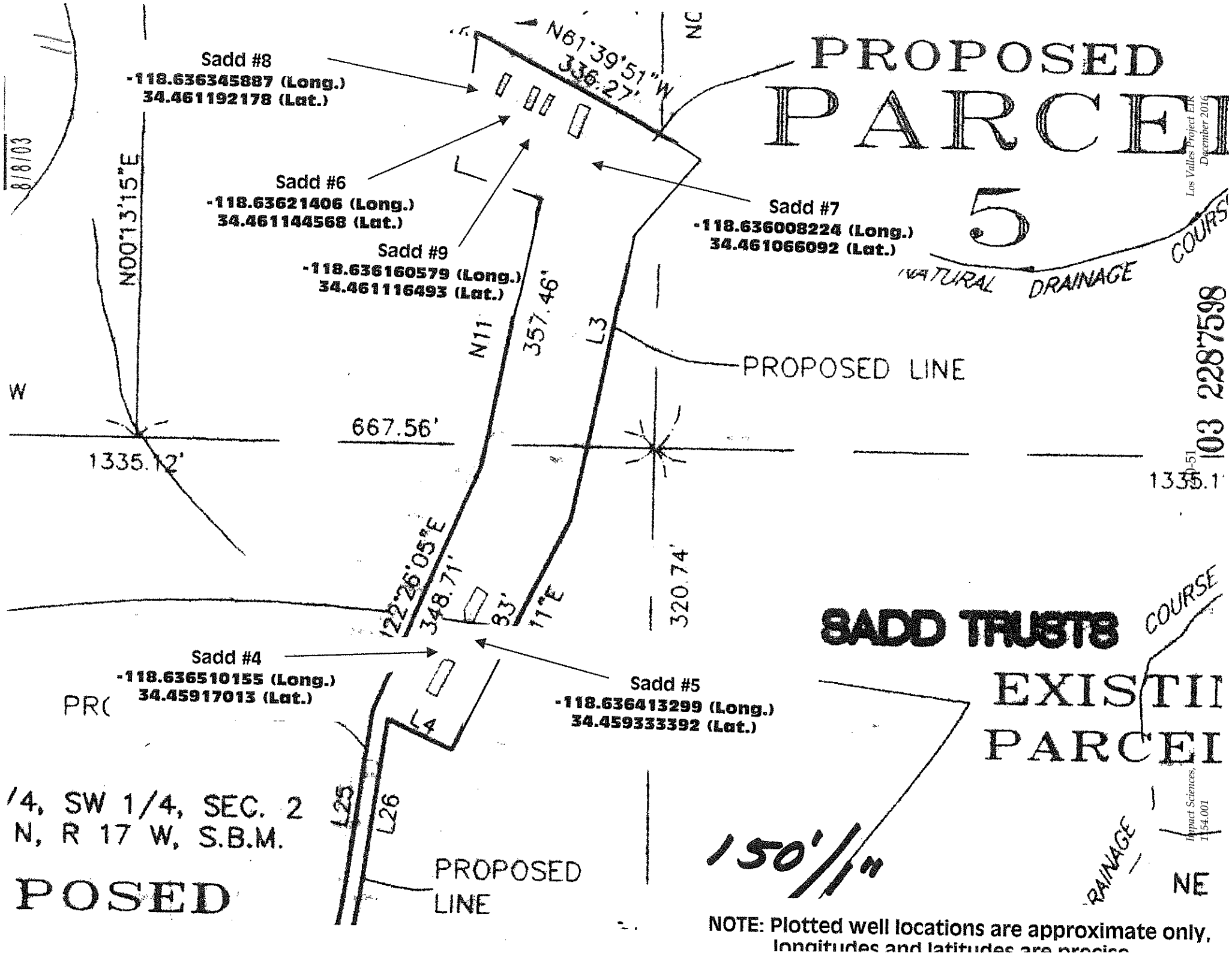
EXHIBIT A

MAP OF PLUGGED AND ABANDONED OIL AND GAS WELLS



Los Valles Project EIR
December 2016
03 228 7598
Impact Sciences, Inc.
1154.001


STING
CEL 3
NC.
PROPOS
PARCE
W 1/2, SW 1/4,
NW 1/4,
SEC. 2
1319.88'
EXISTING
PARCEL 5
A.E.O., INC.
EAST LINE SECTION
WEST LINE SECTION
1320.97'
N00°07'25" E
NE 1/4, SEC. 3
R 17 W, S.B.M.
PROPOSED
PARC
2
Burns Crist #10
-118.639650273 (Long.)
34.461108956 (Lat.)
N71°40'31"E
385.89'
Burns Crist #12
-118.638955242 (Long
34.461385403 (Lat.)
Burns Crist #8
-118.639821684 (Long.)
34.461101224 (Lat.)
Burns Crist #9
-118.639534444 (Long.)
34.461030554 (Lat.)
669.82' N. 89°
W 1/4 CORNER
SECTION 2
NOTE: Plotted well locations are approximate only
longitudes and latitudes are precise.
150'/1 inch
8/8/03



NOTE: Plotted well locations are approximate only, longitudes and latitudes are precise

AEO and Sadd Production Areas
Well Information - per D.O.G. Well Histories & Field Measurements

Well Number	Proposed Parcel	API No.	Surface Location (per OG100)	Surface Location (per field measurements)
Sadd #4	5	037-22948	2351' N & 1071' E from SW Corner Sect 2	2351' N & 1071' E from SW Corner Sect 2
Sadd #5	5	037-22953	2418' N & 1053' E from SW Corner Sect 2	2418' N & 1053' E from SW Corner Sect 2
Sadd #6	5	037-22954	3045' N & 1143' E from SW Corner Sect 2	3045' N & 1143' E from SW Corner Sect 2
Sadd #7	5	037-29962	3046' N & 1223' E from SW Corner Sect 2	3046' N & 1223' E from SW Corner Sect 2
Sadd #8	5	037-29971	3048' N & 1125' E from SW Corner Sect 2	3048' N & 1125' E from SW Corner Sect 2
Sadd #9	5	037-29970	3045' N & 1173' E from SW Corner Sect 2	3045' N & 1173' E from SW Corner Sect 2
Burns-Crist #8	2	037-22967	3040' N & 45' E from SW Corner Sect 2	3040' N & 45' E from SW Corner Sect 2
Burns-Crist #9	2	037-22944	3031' N & 162' E from SW Corner Sect 2	3031' N & 162' E from SW Corner Sect 2
Burns-Crist #10	2	037-29964	3031' N & 120' E from SW Corner Sect 2	*3010' N & 120' E from SW Corner Sect 2*
Burns-Crist #12	2	037-23269	3158' N & 333' E from SW Corner Sect 2	3158' N & 333' E from SW Corner Sect 2

03 2287598

8/8/03

13

EXHIBIT B

LEGAL DESCRIPTION OF THE RESTRICTED PARCELS

(Well Locations on the Development Property)

That certain real property located in the County of Los Angeles, State of California more particularly described as follows:

THE BASIS OF BEARINGS FOR THESE DESCRIPTIONS IS SOUTH 00°30'51" WEST OF THE CENTERLINE OF FRACTIONAL SECTION 2, PER RECORD OF SURVEY FILED IN BOOK 105 PAGE 88 OF RECORD OF SURVEY, IN THE OFFICE OF THE RECORDER OF LOS ANGELES COUNTY.

THOSE PORTIONS OF FRACTIONAL SECTIONS 2 AND 3, IN TOWNSHIP 4 NORTH, RANGE 17 WEST, SAN BERNARDINO MERIDIAN, IN THE UNINCORPORATED TERRITORY OF THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, CONTAINED WITHIN A CIRCLE OF 25.00 FEET RADIUS AT THE TERMINUS OF EACH OF THE FOLLOWING DESCRIBED COURSES THAT BEGIN AT THE WEST QUARTER CORNER OF SAID SECTION 2:

WH#BC-8: NORTH 09°28'19" EAST 442.57 FEET.

WH#BC-9: NORTH 24°27'09" EAST 433.15 FEET.

WH#BC-10: NORTH 19°27'00" EAST 446.51 FEET.

WH#BC-12: NORTH 34°34'58" EAST 620.57 FEET.

WH#SADD-4: SOUTH 73°50'13" EAST 1108.45 FEET.

WH#SADD-5: SOUTH 78°57'09" EAST 1127.52 FEET.

WH#SADD-6: NORTH 69°04'33" EAST 125.87 FEET.

WH#SADD-7: NORTH 71°10'22" EAST 1299.44 FEET.

WH#SADD-8: NORTH 67°39'28" EAST 1223.28 FEET.

WH#SADD-9: NORTH 69°43'05" EAST 1266.66 FEET.

B3: Response to comments from American Energy Operations (AEO) dated March 24, 2016

B3-1 The comment includes a set of covenants and restrictions related to development on the Project Site. In particular, the covenants and restrictions are related to proximity of development to existing (abandoned) oil wells. The covenant restricts residential development within 25 feet of the ten abandoned oil wells. The final design of the Project has been revised to be consistent with the required covenants and restrictions as follows:

1. "L" Street, as shown on **Figure FEIR-1 Revised Vesting Tentative Tract Map No. 52584,** private driveway and fire lane was extended in length in order to completely encompass three oil wells and their 25-foot setback envelopes.

2. Lots around the "M" Street cul-de-sac (see Figure FEIR-1) were re-configured in order to create an HOA-owned pocket park that completely encompasses one oil well and its 25-foot setback envelope

Following these revisions, three wells and their 25-foot-radius envelopes fall completely within proposed "private street and fire lane" rights-of-way, four fall within proposed HOA-maintained slope lots, two fall within the proposed HOA-owned recreation center lot, and one falls within a proposed HOA-owned secondary park site.

REGIONAL PLANNING COMMISSION HEARING

COUNTY OF LOS ANGELES

Thursday, April 14, 2016, 6:00 p.m., at Live Oak Elementary School, 27715 Saddleridge Way, Castaic, California.

Reported by: Dayna Michelle Glaysher
CSR Number 13079
RPR, CRR Number 28081

APPEARANCES:

Rosie O. Ruiz, Commission Secretary

Alex Garcia, Hearing Examiner

Kim Szalay, Staff

Steven Jones, Staff

STAFF PRESENTATION:

Steven Jones

APPLICANT PRESENTATION:

Steve Wylder, Tony Ortiz and Jessica Flores

Public Speakers:

1. Marcela Slavik Cocen
2. Neil Gereb
3. Terri Crain
4. Barbara Myler
5. Janet Toungaian
6. James Degnan
7. William Miranda
8. Jeff Preach
9. Robert Throckmorton

HAHN & BOWERSOCK 800-660-3187 FAX 714-662-1398
151 KALMUS DRIVE, SUITE L1 COSTA MESA, CA 92626

1 Castaic, California, Thursday, April 14, 2016
2 6:00 p.m. - 6:58 p.m.
3 ***
4
5 MR. GARCIA: Good evening. Please make your
6 way into seats. We're going to start this hearing. My
7 name is Alex Garcia. I'm the hearing examiner for the
8 Los Angeles County Department of Regional Planning. The
9 purpose of hearing on the subject project is twofold.
10 So we're here for local community members to
11 receive a clear understanding of the proposed project,
12 and also to provide the opportunity for local community
13 members to comment on the strengths and weaknesses of
14 the proposed project that's analyzed in the draft
15 environment impact report.
16 Throughout these proceedings we will refer
17 to the draft environmental impact report as the draft
18 EIR. I would like to begin our hearing today with the
19 pledge of allegiance so please stand and direct your
20 attention towards the flag.
21
22 (Pledge of Allegiance)
23
24 At this time I'd like to go over the
25 procedures for this hearing. The hearing will begin

1 with a staff presentation followed by a presentation by
2 the applicant. Those who wish to testify during this
3 hearing will need to fill out a speaker card available
4 at the back of the room.
5 Please come forward when your name is called
6 and please be seated, state your name and address, and
7 please spell your last name for the benefit of the
8 transcription. We've also been given limits in terms of
9 the amount of time we have to speak.
10 So what I will do, I will allow the
11 applicant 15 minutes to present testimony in support of
12 their application, and an optional ten minute rebuttal
13 following public comments on the project and the draft
14 EIR.
15 All other speakers will be limited to three
16 minutes by myself. And responses to questions from the
17 hearing from myself will not be included in these time
18 limitations. All speakers are urged to not repeat
19 testimony presented by others. A speaker may not seed
20 time to another speaker. And I may impose different
21 time limits depending on the circumstances.
22 It doesn't look like we have a big crowd
23 today so I think we're going to move forward with the
24 three minute time limit. The oral testimony recorded
25 during the public hearing will be made a part of the

1 project public record. And the testimony that will be
2 taken -- testimony will be taken until either all
3 testifiers wishing to speak have done so or 8:00 p.m.
4 tonight, whatever comes first.
5 Written testimony on the draft EIR will
6 continue to be received during the draft EIR public
7 comment period ending on Monday, May 2nd, 2016 at
8 5:00 p.m. Any additional written testimony on the
9 vesting tentative tract parcel map, zone change,
10 conditional use permit, and variance may be submitted
11 anytime to and including the Regional Planning
12 Commission public hearing to be set at a future date.
13 After the close of the draft EIR public
14 comment period on May 2nd, 2016, staff will prepare
15 responses to comments received during the comment period
16 and from the hearing examiner's hearing on the draft
17 EIR. The final EIR will be prepared for consideration
18 by the Regional Planning Commission along with the
19 requested entitlements.
20 The planning commission public hearing will
21 be held in downtown Los Angeles, and notification by
22 mail, newspaper, project site posting, and web posting
23 will be at least 30 days in advance of the hearing date.
24 Additionally, the planning commission hearing will be
25 broadcasted on the Department of Regional Planning

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website for those who may not be able to attend in-person.

All those who testify tonight will be added to the notification list for the planning commission hearing, unless otherwise indicated on the speaker card. So at this time if -- if you plan to testify tonight, please stand so you can be sworn in and raise your right hand.

Okay. The testimony you are about to give, do you solemnly swear to tell the truth, the whole truth, and nothing but the truth so help you?

THE AUDIENCE: I do.

MR. GARCIA: Thank you. Have a seat. So today we'll go ahead and start with staff's presentation for the case before us today. And I'd just like to state what the case is before us today.

Today's case includes revised vesting tentative tract map No. 52584-1, variance No. T201300003, conditional use permit No. 2013000081, Oak Tree permit No. T2013000023, environmental assessment No. T2013000138, and state clearing house No. 2013121056. So we'll go ahead and start with staff's presentation.

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STAFF PRESENTATION

MR. JONES: Good evening. My name is Steven Jones of the land division section, Department of Regional Planning. I will be presenting a brief overview of the Los Valles Project as it is analyzed in the DEIR. The project No. is 98-034 located in the fifth supervisorial district. The applicant requests a vesting tentative tract map, conditional use permit, Oak Tree permit, and variance to develop the project site.

Environmental review No. 201300138, and state clearing house No. 2013121056 reference the draft EIR discussed today. The project site is surrounded by unincorporated County of Los Angeles open space and existing single family residential neighborhoods to the east, undeveloped land, industrial, office business parks to the south, undeveloped land and a single family residence lot on zone A22 property to the west, and open space and an existing single family residence neighborhood to the north.

The existing land use designation is age 2 or residential 2, which is the urban residential 1 category, meaning 2 residential units per acre. This site is zoned A22, heavy agriculture, 2 acre minimum required lot area. The existing site is vacant hilly

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1 land that includes some decommissioned oil wells, dirt
2 roads, and the beginnings of infrastructure construction
3 for a previously approved project.
4 The applicant is proposing a development of
5 approximately 430.4 acre parcel consistent with the
6 revised vesting tentative tract map, currently being
7 reviewed and processed by the subdivision committee for
8 the County of Los Angeles. The tract map as shown
9 superimposed over an aerial of the project site, it
10 includes the creation of 540 lots in a cluster like
11 design as follows.
12 There are 497 single family residential
13 lots, 12 private recreation lots, including three
14 pedestrian paths, access lots, 4.5 miles of paseo
15 connections, approximately 8.4 acres of productive
16 agricultural uses, including a vineyard and an orchard,
17 a public park lot, 16 open space lots, 14 public
18 facility lots, and public and private roadways.
19 3,000 linear feet of a public multi-use
20 trail will be developed at the southwest portion of the
21 project site and dedicated to the County of Los Angeles
22 Department of Parks of Recreation. Approximately 4.5
23 miles of land are proposed to be developed into
24 privately owned and maintained by a homeowners
25 association trails and fee access lots to provide

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1 neighborhood linkage, as well as serving as access to
2 open space and entrance to existing trails.
3 The open space and recreation fall under the
4 project includes 225.02 acres of open space to include a
5 7.45 acre public park, a 28.28 acre private recreation
6 area, and 189.29 acres of open space areas, both
7 undisturbed, and landscape with native vegetation and
8 drought tolerant landscaping. Disturbed areas will be
9 contour graded and vegetated with draught tolerant
10 landscaping.
11 Landscaping also includes a vineyard and an
12 orchard, riparian landscaping, and native vegetation
13 that will aid in erosion control and in the site's
14 ability to drain. A previous project entitled
15 authorized grading of approximately 12 million cubic
16 yards cut and fill of earth move in total. The current
17 plan includes approximately 3,785,267 cubic yards of
18 cut, and approximately 3,784,250 cubic yards of fill
19 within approximately 300,000 cubic yards of removal and
20 recompaction, resulting in a total of approximately
21 7,869,517 cubic yards of cut and fill balanced on the
22 project site.
23 Project implementation would change the
24 draining patterns so that the project proposes a
25 drainage system that will manage all surfaces water

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1 flows using new and existing in terms of partially
2 constructed drainage basins. The drainage areas,
3 recreational and run-off through basins -- the catch
4 basins, inlet and storm drains south towards Hasley
5 Canyon and Castaic Creeks. They are proposed to be
6 strategically placed and control and treat run-off
7 before it gets to the river south.
8 The timing of the project implementation is
9 assumed subsequent to downstream channel improvements
10 that include grade stabilization structures and
11 modifications on land owned by Newhall Ranch and the
12 Valencia Commerce Center. These improvements are
13 expected to increase the capacity of the Santa Clara
14 River water stream downstream the project site.
15 The impacts of the channelization of the
16 creeks and no activity were analyzed. In a no off site
17 channel improvement scenario the project would be
18 required to construct hydro modification controls
19 evidenced by these retention basins. They are planning
20 to replace the 13 single family residence lots, if
21 necessary.
22 If when the downstream channelization
23 improvements are complete the retention basements are no
24 longer necessary, then the areas will be occupied with
25 single family residences and agricultural producing

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1 lots. The project would extend existing roads, public
2 and private collector streets, and internal private
3 drives would also be constructed. Other entitlements
4 include federal and state permits.
5 In connection with the publication of the
6 Los Valles Project, the draft EIR, the County of Los
7 Angeles on March 15, 2016 provided a notice of hearing,
8 examiner and public hearing notice of completion and
9 availability of draft environmental impact report, the
10 DEIR was circulated on CD. Also in it contained an
11 error.
12 In Chapter 1, the introduction to the DEIR,
13 the start and end dates for the comment period and the
14 hearing examiner date were incorrectly stated. However,
15 the web posting notice and the actual posted DEIR was
16 correct. While the comment period closes on Friday,
17 April 29th, the Department of Regional Planning is
18 closed on Fridays so the comments will be received
19 through Monday, May 2nd, 2016 at 5:00 p.m.
20 The department determined that an EIR was
21 necessary for the project. The areas analyzed include
22 aesthetics, air quality, biological resources, cultural
23 and paleontological resources, greenhouse gas emissions,
24 hazards and hazardous materials, land use and planning,
25 noise, public services including fire, sheriff and

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1 schools.
2 After all feasible project design features
3 and mitigation measures have been considered, three
4 areas of analysis have remaining significant and
5 unavoidable impacts. Air quality, noise, and solid
6 waste have remaining impacts. A statement of overriding
7 considerations would be requested by the applicant for
8 these remaining impacts.
9 To date one letter has been received in
10 response to the notice of availability and posting of
11 the DEIR. The letter mentioned that a covenant
12 restricting development of areas of land adjacent to
13 decommissioned oil wells was mentioned. Staff will
14 ensure that all state, local, and federal regulations
15 are complied with.
16 Other areas of analysis were determined to
17 have less than significant impacts from the project
18 when required mitigation measures and project design
19 features are implemented. I conclude my presentation by
20 summing up the planning processes that remain for final
21 action to take place on the project.
22 Again, public comments are received through
23 May 2nd, 2016. Final EIR responses to public comments
24 are received from the applicant and analyzed by the
25 county for the planning commission consideration.

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1 Additional written comments on the entitlement requests
2 will be received up to the time of Regional Planning
3 Commission hearing to be set at a future date.
4 And additional oral testimony on the permits
5 may be given at the commission hearing prior to final
6 action. The commission's decision can be appealed to
7 the board of supervisors by any interested party.
8 Thank you.
9 MR. GARCIA: Thank you, Mr. Jones.
10 Before I begin I'd like to remind everyone
11 that my role here as the hearing examiner is solely to
12 receive public testimony documented and then we're going
13 to move forward and forward it to the planning
14 commission for their consideration. So just to let you
15 know, more than likely I don't have much knowledge of
16 the project itself.
17 I'm not the decision maker for this project.
18 I'm here to receive testimony, public testimony for the
19 draft environmental impact report so that we can go
20 ahead and move forward with the project. Having said
21 that, we'll continue with the hearing.
22 I'd like to remind everyone we would
23 appreciate if you put your phones on silent or vibrate
24 so that we don't interrupt the hearing. And I'd like to
25 continue allowing the applicant some time, 15 minutes at

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1 the most to give a brief presentation about the project.
2 And if you can begin with stating your name
3 and address and spell your last name for the record.
4
5 APPLICANT PRESENTATION
6
7 MR. WYLDER: Sure. Good evening. My name
8 is Steve Wylder. I'm a vice president with iStar here
9 tonight representing the applicant. My home address?
10 MR. GARCIA: Sure.
11 MR. WYLDER: It's 1237 22nd Street, No. 2,
12 Santa Monica, California. So we're here tonight to
13 present the Los Valles residential community in Castaic,
14 which is a community we believe is characterized by an
15 abundant amount of open space, large lot sizes, and an
16 overall sustainable design. It's one we think will be
17 met with a significant amount of market demand when
18 developed, and one we're quite excited about having
19 spent quite some time to get to this point where we are
20 today.
21 I'm going to spend just a few minutes
22 providing some overall context on our proposal. I'm
23 going to turn it over to our team. With me tonight are
24 representatives from the Valleycrest Design Group who
25 are going to speak to the key elements behind the

1 project's design, and then Impact Sciences, our DEIR
2 consultant is going to walk through the environmental
3 findings.
4 I think really before we jump in there are
5 three important things to keep in mind. The first is
6 what we're presenting is what we believe to be a very
7 thoughtful, very carefully designed community. It's one
8 that's consistent with the One Valley One Vision Plan
9 that was adopted in 2012. It is consistent with the
10 Castaic CSD. It is consistent with the County's Healthy
11 Design Ordinance.
12 It's really evolved over the last four years
13 with a great deal of community input which we're very
14 appreciative of. It represents in our opinion a
15 transitional density and really works alongside with
16 surrounding uses to the north, to the south, and to the
17 east.
18 And we believe it offers a number of
19 community amenities, including open space, a system of
20 internal trails, connections to the regional trail
21 system, an extension of the equestrian trail along
22 Hasley Canyon Road, and then a large public park site
23 which will be open to the public. Second is it offers a
24 sustainable design to development.
25 We've been very focused on our landscape

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1 design, our irrigation methods, our energy efficiency.
2 We're proud to say that this project actually uses less
3 water than the golf course development that's currently
4 approved, despite the fact that the number of homes
5 increased. We're re-using a substantial amount of
6 computed infrastructure that will complete the grading
7 on-site, and we've been able to preserve the westerly
8 ridge line that's remaining that was set to be removed
9 based on the current entitlements.
10 Lastly, I think it's important to keep in
11 mind since this is a partially graded half developed
12 site, and so our proposal is going to allow development
13 to move forward in a way that has had ultimately fewer
14 environmental impacts than again the currently entitled
15 golf course plan. Just a little bit of background, the
16 site is 430 acres in total. It is fully entitled for
17 209 lots and an 18 hole golf course.
18 Construction on this site actually started
19 in 2008 -- excuse me -- 2006, and continued through
20 2008. This is a photo of the site in its current
21 condition. The land use designation as mentioned under
22 OVOV allows for up 2 units per acres, which on 430 acre
23 site would be an 860 homes.
24 This is another photo of the site intended
25 to illustrate the current condition. I think it helps

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1 to see the impact of the prior grading activities and
2 some of the historical uses on the site. I do think
3 it's important to keep in mind that most of the site has
4 been disturbed at this point. The golf course plan I
5 mentioned was approved by the county in 2002.
6 That project could be built today, of course
7 subject to the original conditions and mitigation
8 measures, but it would result in more water use, greater
9 ridge line impacts, fewer public amenities in the form
10 of trails, parks, and other publicly accessible
11 amenities.
12 Again compared to the golf course, the plan
13 proposed development will have fewer environmental
14 impacts. And then also as part of the proposal we
15 intend to expand and restore the habitat along the creek
16 that runs along our western property boundary that
17 currently receives run-off from adjacent residential
18 development to our north, which is causing a significant
19 amount of corrosion.
20 This is our current site plan proposal.
21 Consists of 497 homes with a mix of lot sizes, all of
22 which are above 7,000 square feet. You can see we
23 provided a significant amount of recreational open
24 space, recreational space, open space. We programmed a
25 mix of vineyards, orchards, active open space, passive

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1 open space, large rec area near the entry of the project
2 off of Hasley Canyon Road.
3 We have approximately seven acres dedicated
4 to a community park which will be open to the public,
5 and then again a series -- or a system of internal
6 pedestrian trails, about four miles in total which serve
7 to connect the different areas of the communities -- of
8 the community, and also promote a healthy lifestyle.
9 We also along Hasley Canyon Road, just north
10 of Hasley Canyon Road have an extension of the county's
11 multipurpose trail, extending to our western property
12 boundary.
13 I'll let the Valleycrest team speak in a
14 little bit more detail to the site design and some of
15 the inspiration there, but before I do, I just want to
16 reiterate and touch on a few of the points that we
17 believe to be critical in evaluating our proposal.
18 As I mentioned, the plan is consistent with
19 the Castaic CSD, with the Healthy Design Ordinance. It
20 has been approved by the Castaic Area Town Council. We
21 have again over 200 acres of open space, recreational
22 space, seven acre park, about four miles of trails. It
23 does feature a sustainable design with a specific focus
24 on energy efficiency, a reduction of water usage through
25 the use of both drought tolerant landscaping and

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1 efficient irrigation methods.
2 The water that is going to serve this
3 project, it will come from an existing facility,
4 District 36 facility that we developed and turned over
5 to them in 2011. And then finally we did preserve or
6 have been able to preserve a portion of the remaining
7 westerly ridge line. I think that's again an important
8 change from the prior previously approved golf course
9 plan.
10 MR. GARCIA: Thank you. We'll move forward
11 with the next person. Please state your name, your
12 address and spell your last name.
13 MR. ORTIZ: My name is Tony Ortiz. I'm with
14 Valleycrest Design Group. Last name is O-r-t-i-z.
15 Address 8 Hughes in Irvine, California. I'm here to
16 talk a little bit about the inspiration behind the
17 design of the Los Valles community. As you can see and
18 as Steve mentioned, we have a lot of open space proposed
19 here. And one of the main factors -- I mean we were
20 looking at the context in which this site exists.
21 And so we're sort of on the edge of a
22 suburban development as you move your way up Hasley into
23 the ranch community. As mentioned also, a lot of open
24 space. And so we took a lot of that into -- into
25 consideration when we were looking about the influences

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1 and what's really going to make this place special. So
2 -- and grounded in its context.
3 So we took a look at the hillside landscape,
4 the riparian landscape, the wash that runs along the
5 multipurpose trail there, and also the suburban and
6 agrarian influences on either side of the site. So a
7 lot of those influences developed the way in which we
8 design these spaces and movement and feel and layout.
9 Also, which you can notice is along Hasley
10 there's -- we've opened up a lot of that to a large
11 entry concept, a large entry landscape, and vineyard
12 concept on the edge there to really give it a sense of
13 character. As you drive down Hasley and enter the site
14 you'll be able to see the main rec area. As you drive
15 in it's going to be prominent, it's going to give it a
16 real sense of community character.
17 The retention basins and when you look at
18 the site as a whole, as you look at how the hillside and
19 riparian aspects run into it -- the retention basins
20 were mentioned earlier -- those will actually work into
21 the narrative. It won't just be a feature that is --
22 that retains the water, but it will also be a part of
23 the overall landscape narrative.
24 So the open space, in general we have a lot
25 of it. We try to infuse the sense of nature into the

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1 middle of the community. Have that connect, the large
2 public park along with the community rec area. And
3 through the -- you know, the extensive network of trails
4 we have we're connecting six different pocket parks. So
5 the adjacencies to everything from a community
6 standpoint is right at your front door.
7 And so we wanted to create a sense of living
8 in nature, not just on the edge of it. So we're on this
9 boundary between, you know, pretty densely populated
10 suburban development and the ranch and open space. And
11 so we wanted this to be a transition between that. And
12 so we really think landscape character will create that
13 sense.
14 Also, as mentioned, you know, the use of
15 drought tolerant landscape planting, which again is in
16 line with the values of the neighboring open spaces.
17 The efficiency of our landscape irrigation methods, the
18 technology that we'll be using and the sustainability
19 aspects of this is going to be really important and a
20 big part of what we've designed into this.
21 So this is an image of our trail plan. As
22 you can see, there's a lot of connectivity. We have
23 Barcelona Drive connecting neighboring neighborhoods.
24 As mentioned, about four miles of trails that connect to
25 various pieces of this property, the various open

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1 spaces, as well as connecting to regional trail systems.
2 So it's offering a lot -- you know, going back to
3 another part about using the existing infrastructure,
4 part of that was these underpasses for the golf course
5 which we're reutilizing as a part of this trail.
6 So it is really effective in separating of
7 pedestrian, vehicular uses. Also promoting the healthy
8 lifestyle, you know, walkability and de-emphasizing the
9 line from the vehicular circulation. So the
10 sustainability project features, you know -- we're
11 satisfying local and regional requirements, while
12 providing some innovations that really are going to make
13 this a model of sustainable design, through planning and
14 design, water efficiency and conservation, and energy
15 efficiency.
16 So some of those have already been touched
17 on and we'll go through it in a little bit more detail
18 as we move through the next slides. So outdoor water
19 use, again satisfying a lot of the state, local and
20 regional regulations. Irrigation efficiency. So the
21 plan pallet obviously as we stated, we're going to stick
22 with a pallet that is native compatible, also drought
23 tolerant and, you know, responsible for the area that
24 we're in.
25 Also, through the irrigation efficiency

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methods and smart irrigation controllers and moisture based controller systems that really, you know, make our responsible use of the water that we're putting on the landscape. Planning and design, as mentioned, we're preserving a lot of the open space, whether undisturbed or re-vegetated.

The trail systems are going to link all these open spaces for, you know -- we're going to have a lot of opportunity for recreation, passive and active. The creek enhancements as Steve had mentioned on the border there, and bicycle parking, electric vehicles stations. So a lot of things that are going to promote the sustainable process.

Energy efficiency. So orientation and -- to optimize the solar and wind for energy efficiencies. Residential solar ready roofs, club solar ready roofs, net zero clubhouse. All these things are building into the narrative of this healthy and efficient community.

MR. GARCIA: Thank you very much.

Go ahead and state your name, your address, and spell your last. You have about three minutes.

MS. FLORES: Great. Jessica Flores with Impact Sciences. My address is 1811 Linda Rose Av, Los Angeles.

So I'm just going to jump right in because I

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1 only have three minutes left. As I mentioned, I -- we
2 prepared the EIR for the Los Valles project. And a
3 couple of things. I'm going to talk a little about CEQA
4 compliance very briefly. We looked at the project
5 designs features that were just described, you know,
6 like location efficiency, the open space, and so forth,
7 as well as mitigation measures and the regulatory
8 compliance, and all of that goes into the analysis for
9 the EIR.
10 As was already mentioned, there were 15
11 topic areas analyzed in the EIR. The remaining topic
12 areas were scoped out. Less than significant impacts
13 were identified for all areas, except air quality and
14 noise during construction, and solid waste during
15 operation, and that solid waste impact is a regional
16 county determination.
17 A couple things on the less than significant
18 impacts, operationally the project would not exceed the
19 threshold set by the air quality district, it would not
20 use energy in a wasteful manner. It would be built in
21 compliance with all geotechnical requirements. It would
22 be consistent with the county's climate action plan for
23 greenhouse gas reduction.
24 It would not degrade water quality, you
25 know, all run-off would be treated and released upon

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1 site. There would be no long term noise generation.
2 And it would not have an impact on parks and recreation,
3 in part due to the inclusion of all the open space on
4 the park on site. There were areas where mitigation was
5 required. And aesthetics that was related to nighttime
6 lighting.
7 In biology the mitigation measures related
8 to enhancement of that western drainage that was already
9 talked about, as well as the removal of an Oak Tree
10 that's being replaced two to one. For the remaining
11 mitigation measures for biology really relate to
12 avoidance such as timing of construction, you know, not
13 timing construction during nesting bird season and so
14 forth.
15 Cultural resources, these are standard
16 mitigation measures in the event that anything is
17 discovered on the site during construction. For
18 hazards, all of the active oil wells, although there are
19 active oil wells adjacent to the site, there aren't any
20 currently on the site. All the formerly active oil
21 wells on the site have been fully abandoned pursuant to
22 DOGGR requirements and the County of LA requirements.
23 So mitigation though is included in the EIR
24 -- includes verifying all active oil wells have been
25 capped, barriers on the homes within 300 feet of any

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1 inactive oil wells, and removal of any contaminated
2 soils they have or will encounter.
3 I also want to mention for traffic there was
4 a traffic study prepared and approved by the county.
5 There were no intersection impacts identified in any of
6 the eight studied intersections. There were no project
7 level or cumulative traffic impacts. And the mitigation
8 requires the applicant to monitor the project entrance
9 at Hasley Canyon for the need for a traffic signal.
10 MR. GARCIA: 30 seconds to summarize, if
11 you'd like.
12 MS. FLORES: I'll just quickly run through
13 some of the mitigation for the air quality. That is one
14 thing that I do want to point out. There were for the
15 unavoidable significant impacts -- we incorporated some
16 mitigation into the project that includes limiting the
17 construction equipment and the duration of activity for
18 noise. There is noise impact related to the extension
19 of Hasley Canyon -- or I'm sorry for Hayward.
20 And we incorporated best management
21 practices that limit the timing of construction and
22 making sure that the residents in the area are aware of
23 when construction is going to happen, what type of
24 construction. There is a contact number provided so if
25 there are noise complaints that they can be directed to

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the proper channels. And then I'll skip over the alternatives.

MR. GARCIA: All right. Thank you very much.

Mr. Szalay, let's start with our first public comment or public testimony.

MR. SZALAY: Yes. I will call two people at a time to come up. And there are probably about 25 speakers and so if -- you don't have to use the full three minutes. Okay. The first speaker is Cocen, Marcela -- Cocen, Slavik. And David Shender, second.

Did David want to come forward?

MR. SHENDER: I'm going to speak in rebuttal if needed.

MR. SZALAY: All right. Another speaker is Tom Johnson. All right. No Mr. Johnson?

Jeff Helsley.

MR. HELSLEY: Only speak in response.

MR. SZALAY: All right. Kevin Lea.

MR. LEA: The same, speak in response.

MR. SZALAY: Neil Gereb.

We'll go ahead and start with you, ma'am. Please state your name and your address and spell your last.

MS. COCEN: Marcela Slavik Cocen. 25129 The

Old Road in Stevenson Ranch. My reasoning for being here is basically to just let you guys know, I'm a local real estate agent. I've been here for the last 16 years in Castaic. My daughter has gone to the school district. The reason we bought in Castaic is because of the school district and the quality of our schools.

And I'm a local realtor. I was a stay-at-home mom for 18 years, volunteer at school, and Castaic Chamber, and basically all around anything that needed to be done in Castaic. And now I'm a local realtor. And anytime I sell a home people are leaving California and they're taking their children, which is affecting our schools.

And so basically we need to get a development like hopefully this one will get approved and get going so we don't lose more children and we can get more businesses to come to our local area where we won't have so many vacancies. Thank you. 1

MR. GARCIA: Thank you.

Sir?

MR. GEREB: Yes. My name is Neil Gereb, and I'm on the board of directors of the Hasley Hills Homeowners Association. But my main concern being here is I live on Hayward Drive, and we have a big concern that we brought out in the last meeting about 2

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1 construction trucks coming down Hayward which is a
2 narrow short street.
3 And there are many children playing out
4 there. And this is to -- is forbidden. They can use
5 the Hasley Canyon outlets to do all their construction
6 heavy vehicles, all of that type of stuff. We really
7 objected originally to them opening up the street,
8 Hayward onto their property. You know, which they said
9 people would go there, but they could come our way. And 2
10 we don't want any more traffic on it.
11 And this is the biggest concern that we have
12 that they do not come down Hayward Drive with
13 construction equipment because somebody is going to get
14 hurt. And it is a noise and it is also, like I said,
15 air quality problems with that, with the heavy equipment
16 coming down there. And we did have it when they did the
17 initial project up there with the golf course. And
18 that's all I'll say. Thank you.
19 MR. GARCIA: Thank you, sir. I didn't catch
20 your last name.
21 MR. GEREB: Gereb, G-e-r-e-b.
22 MR. GARCIA: G-e-r-b-e?
23 MR. GEREB: G-e-r-e-b.
24 MR. GARCIA: G-e-r-e-b. Thank you.
25 Continue with the next speakers.

1 MR. SZALAY: I'm sorry. Yes, Terri Crain
2 and Barbara Myler.
3 MS. CRAIN: Good evening.
4 MR. GARCIA: Good evening.
5 MS. CRAIN: My name is Terri Crain. I'm the
6 CEO of the Santa Clarita Valley Chamber of Commerce.
7 It's Crain, C-r-a-i-n. And it's 27451 Tourney Road,
8 Santa Clarita, California. I'm here representing the
9 Santa Clarita Valley Chamber of Commerce. And I think
10 it's important to note that our chamber covers the
11 entire valley from Castaic to Agua Dulce into the
12 unincorporated part of LA County, West Ranch, in that
13 area.
14 So we are not City of Santa Clarita
15 specific. I always have to clarify that. So I'm here
16 tonight in support of the Los Valles Development Project
17 and its sustainable practices and the positive economic
18 impact it will bring not only to the town of Castaic,
19 but to the valley as a whole.
20 Businesses and the school district in this
21 area are struggling due to the lack of residents and
22 student enrollment. This project will bring additional
23 families and economic stimulus to this area. The
24 general community has been very supportive of this
25 project and we are asking for your full support of this

3

1 project. Thank you very much.
2 MR. GARCIA: Thank you, ma'am.
3 MS. MYLER: Good evening. My name is
4 Barbara Myler, M-y-l-e-r. PO Box 55133, Valencia,
5 California 91385. The top three things that brought me
6 to the Santa Clarita Valley over 30 years ago were
7 the -- are the quality of education, a safe environment,
8 and a vision of growth that included planned communities
9 and the amenities that go along with them.
10 I'm here tonight to support the approval of
11 the Los Valles community. As you've been told, this
12 community will feature a large public park, numerous
13 trails, orchards and vineyards. The open space in the
14 community will include natural resources, ridge lines, 3
15 biodiversity, and active habitat preservation.
16 This development is consistent with the
17 county's general plan and OVOV. I've served for
18 six years on the Hart High School Measure SA oversight
19 committee, overseeing the construction funds for
20 construction among other things for the new Castaic High
21 School.
22 Although I'm speaking as an individual and
23 not representing Hart High School or the Measure SA
24 committee, I'm particularly excited about this
25 development because with the -- with the timely approval

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1 of this development, it should be ready about the same
2 time as the high school. The community will be adding
3 also an equestrian trail that will connect into Hasley
4 Canyon. More parks are needed in the area and with
5 Los Valles plan there will be five pocket parks in
6 addition to the large public park. 4
7 The updated plan as you've been told will
8 also be using 1/3 less water. The Los Valles vision is
9 to create a healthy and sustainable community. I hope
10 that you will join me in support of this project, along
11 with the residents of Castaic and the Santa Clarita
12 Valley. Thank you for your time.
13 MR. GARCIA: Thank you.
14 MR. SZALAY: The next two speakers are
15 Fred Iversen.
16 MR. IVERSEN: I didn't sign up to speak.
17 MR. SZALAY: Okay. Dwight Hawkins.
18 MR. HAWKINS: I didn't sign up to speak.
19 MR. SZALAY: Oh, I do have speakers cards
20 here, but okay.
21 John Toungaian.
22 MR. TOUNGAIAN: I'm not speaking.
23 MR. SZALAY: All right. Janet Toungaian?
24 MS. TOUNGAIAN: Yeah.
25 MR. SZALAY: And James Degnan. Come on up,

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1 sir. James Degnan.
2 MR. DEGNAN: Okay. I wasn't sure.
3 MR. GARCIA: Ma'am, go ahead and state your
4 name and your address and spell your last name.
5 JANET TOUNGAIAN: Janet Toungaian.
6 29929 Bancroft place, Castaic. And my last name is
7 T-o-u-n-g-a-i-a-n. My house is located just east of
8 the development and behind me there's a flood basin
9 and -- that the county is responsible for. And beyond
10 that is a hill with V ditches on it that is part of the
11 Los Valles land.
12 And I'm just wondering if it's going to have
13 a fence separating that hill -- I know there's a street
14 up above the V ditches and that hill, but I want to know
15 if there's going to be any fencing. Because if the
16 people are going down those V ditches then they end up
17 in my backyard. So I just wanted to make sure that
18 that's taken care of.
19 And also with the sewer, I don't know which
20 way the sewers are going to be, you know, laid out. If
21 they're going to be underneath Hasley Canyon because we
22 have a problem with the corner of Hasley Canyon and
23 Cambridge that there is this horrible odor constantly.
24 And if they're going to be tapping into that sewer they
25 need to do something with that sewer line. Okay.

5

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1 That's it.
2 MR. GARCIA: Thank you.
3 Sir, please state your name and address.
4 MR. DEGNAN: James Degnan, D-e-g-n-a-n.
5 29318 Hasley Canyon Road. I'm adjacent -- one of the
6 many I'm sure adjacent to the property. I wasn't sure
7 whether we were to come up here and rebut or whatever.
8 But what I wanted to say, and I've said it before at the
9 town council, I'm glad this project is moving along.
10 We've had, as you know -- since the Palmer
11 property we've had -- we've had something that wasn't
12 exactly -- that we liked in our backyard. But I've had
13 some dealings with Steve Wylder and with other people
14 with Los Valles, iStar, and I really think it's going to
15 be a -- I'm glad to see it happening after I've been
16 here for 25 years in that house.
17 And I think they've got a good program
18 going. I've got some issues that Steve knows about that
19 I've talked to -- and I think they're very cooperative.
20 I'm concerned about -- it was mentioned before about the
21 drainage system and Hasley -- Castaic Creek, the
22 channelization of it. And it was mentioned up here the
23 streambed alteration.
24 I'm not sure, but I think it's meant to make
25 it so that the Castaic Creek doesn't overflow and cause

6

1 a lot of problems. Now I know we're never going to have
2 a bridge soon across the area where Hasley Canyon and
3 Del Valle come together, and that is not -- I know
4 that's not a main entrance to the Hasley Estates because
5 that's up the road. But the creek is an issue. 6
6 It's on iStar's property. I assume that
7 they've got in their itemization here -- they've got a
8 plan for the channelization. And that's all I need to
9 say, except I'm glad it's coming along and I hope they
10 do it soon.
11 MR. GARCIA: Thank you, sir.
12 MR. SZALAY: The next two speakers are
13 Steve Hale.
14 MR. HALE: Steve is not speaking.
15 MR. SZALAY: Not speaking.
16 William Miranda and Jeff Preach.
17 MR. GARCIA: Go ahead, sir. Your name and
18 address?
19 MR. MIRANDA: Good evening. My name is
20 Bill Miranda, M-i-r-a-n-d-a. My address is 25683
21 Whispering Trees Way in Santa Clarita, California 91355.
22 I'm a resident of Santa Clarita, Santa Clarita Valley
23 for 33 years. I'm also on the board of directors of the
24 Santa Clarita Chamber of Commerce, and I am one of the
25 leaders of the Latino Business Alliance here in our

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1 community.
2 I think the Los Valles development project
3 is one of the most thoughtful development projects I've
4 seen. And the presentation today only testifies to that
5 in my opinion. The combination of parks, natural open
6 space, homes, vineyards, trails within the Castaic
7 community appears to be very well planned. We've been
8 looking act the current graded site for a long time, and
9 it's more than just an eyesore. Something needs to be
10 done.
11 The new community plan for Los Valles takes
12 full advantage of the latest environmental technologies
13 through water conservation and energy efficiencies. I
14 encourage the Department of Regional Planning to move
15 this project through the process quickly. We need well
16 planned growth that respects the environment. Los
17 Valles is a model community of environmental
18 sustainability and we hope you will join the community
19 in supporting it. Thank you.
20 MR. GARCIA: Thank you, sir.
21 MR. PREACH: Good evening. My name is Jeff
22 Preach. I live at 28456 Sloan Canyon, Castaic. I'm a
23 member of the Castaic Chamber Council. Currently I'm
24 serving on the land use committee for the council, but
25 I've been on it for 14 years on the land use, and 8

7

1 years as a town councilman, Chamber of Commerce for
2 15 years, Lions Club for 25. So I've been here for
3 30 years watching this thing.
4 I'm here to support the project. We need
5 the project. Our schools are real short and we've got a
6 vacancy rate up in the northern part of the Castaic of
7 about 50% on all the commercial. Ralphs grocery store,
8 the Rite Aid drugstore closed up and we're going to see
9 plywood -- front doors are short. We need this project.
10 We need housetops bad. A good project. I support it.
11 And I guess the only thing I want to mention
12 when the town council talked about the -- there's one
13 major water course that covers that -- that wipes out 8
14 Hasley Canyon Road every time it rains. And it's at the
15 front of this. And if I'm -- I'm pretty sure you're
16 going to get $10 million dollars in B&T fees, and I hope
17 they don't go to pay for some roundabout or something
18 when it's the front of this thing.
19 Town council said they approved this
20 project. We want that bridge fixed, at least that
21 portion. So I'm for the project. I want to mention to
22 the -- you guys, look at the B&T fees. And the major
23 thing that could really help is fix that road out front.
24 Okay. Thank you.
25 MR. GARCIA: Thank you.

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MR. SZALAY: All right. The next two speakers are Robert Throckmorton and Ethan Torbati.

MR. TORBATI: I won't be speaking.

MR. SZALAY: No? Okay. Sandhu -- Randy Sandhu.

MR. SANDHU: I won't be speaking. I didn't sign up.

MR. SZALAY: No. Okay. Surjeet Sahota.

MR. SAHOTA: No.

MR. SZALAY: No. And Kevin Bacon.

MR. BACON: Not speaking.

MR. SZALAY: And that is all of the speaker cards we have so --

MR. GARCIA: Mr. Throckmorton, go ahead and state your name and address.

MR. THROCKMORTON: Do I get extra time?

MR. GARCIA: Unfortunately no.

MR. THROCKMORTON: Hello. My name is Robert Throckmorton, T-h-r-o-c-k-m-o-r-t-o-n. I live at 28098 Bridlewood, all one word, B-r-i-d-l-e, in Castaic. It's my second property in Castaic. I've lived in Castaic for almost 25 years. The project overall I'm in favor of. I think the leap from 2 hundred and whatever 9 units to 497 I think is a tremendous leap, and I'd like to see it paired back maybe to 450 or so. 9-1

I know they talked about 16 houses in the frontage area there for the basins. Maybe that's a good start. But, you know, the traffic I think would be something that will be considerable both during construction and after full occupancy. And I know that there has have been improvements that were made with the intention of serving the development, but again it's two and a half times of where it was. 9-1

One thing that Ms. Toungaian had mentioned about the sewer smell, it is not the sewer, it's the storm drain. And I bring that up only because in Castaic I have seen to me -- and I think there's a lot of people that agree -- kind of a second nature, the stepchild treatment from the county as opposed to how Santa Clarita is -- what's approval in their city versus what's approvable in the County, paseos and trails and things like that. 9-2

What they've shown here is very nice and I've heard a lot of people rave about the pocket parks and the public area and the large park. I don't know what a pocket park is. I don't know if you guys know what a pocket park is. I'd like to see that explained what that might be. 9-3

The trails I think should be designated a little bit better. I mean there are 430 acres. They

1 got it on a sheet of paper that's smaller than half of
2 this table right here. And the detail is sorely
3 lacking. So I'd like to see where their gates are going
4 to be. They mention that, but they don't show it
5 really. The trails, they kind of blasted it up on the
6 screen for us, but other than that, I don't know where
7 these trails are going.
8 And it's very hilly back there. They talk
9 about the, you know -- the ability to transfer it to --
10 you know, walk and bicycle through that area. But it's
11 very hilly so you're going to need to have areas where a
12 person can sit down and rest and, you know, have the
13 shade because it gets very hot out there too. So I'd
14 like to see those trails have some type of benches for
15 older folks and things of that nature, a little widening
16 of that.
17 There is no detail. Some great ideas. I
18 would just like to see this thing developed properly
19 with the same standards that the City of Santa Clarita
20 would have, and the attention paid to this part of the
21 county that I think that we've been getting short
22 shipped for quite a while. We pay our taxes, you know,
23 and I think that this thing coming in is going to
24 develop more taxes.
25 Last point before I run out of time. They

9-3

1 make mention of an HOA maintained area and they make
2 mention of a public park. Is the public park going to
3 be maintained by whom and to what standards? Is it the 9-4
4 same as the HOA park or are we going to have kind of a
5 two class system there? I still have 15 seconds.
6 Air quality during construction. The air
7 quality during construction previously with the Palmer
8 property was horrific. I'd like to see some sort of
9 monitoring going because there were people that were 9-5
10 dumping -- they were grading when it was -- wind was
11 blowing 35 miles per hour, dumping all kinds of
12 sentiment. Anyway, thank you very much.
13 MR. GARCIA: Thank you very much.
14 At this time we have no more speaker cards
15 for public comment. What we'll do is we'll allow the
16 applicant another ten minutes for rebuttal, if you'd
17 like to -- any of the applicants like to come up. And
18 you have ten minutes to rebuttal if you'd like.
19 You can also come up and answer questions
20 that were of concern. Like I said, we'll allow you
21 ten minutes, your time to do that. And once again
22 please state your name and address for the record.
23 MS. FLORES: Hi. Jessica Flores with
24 Impact Sciences.
25 MR. GARCIA: Thanks.

1 MS. FLORES: I just wanted to respond to a
2 couple quick things. First I wanted to talk a little
3 bit about the traffic. There was a comment that came up
4 regarding the traffic on Hayward Drive, and one of
5 the -- actually let me go back since I sort of ran
6 through these pretty quickly. But one of the -- one of
7 the mitigation measures that is included in the project
8 is that all construction deliveries and the trucks have
9 to go through Hasley Canyon. So there won't be
10 construction traffic on Hayward Drive.
11 That was something that had been brought up
12 previously and so that was incorporated into the project
13 as a mitigation measure. The second thing that I wanted
14 to bring up was there was a comment about air quality
15 during construction. We did mention that was a
16 significant unavoidable impact.
17 But there were mitigation measures included,
18 and some of those relate to the times when construction
19 can occur during -- so construction is limited during
20 high winds or smog alerts and so forth.
21 MR. WYLDER: Steve Wylder, W-y-l-d-e-r,
22 1237 22nd Street, Santa Monica. I just have one item
23 I'd like to speak to. Just to clarify the question
24 about the improvements to -- or channelization of Hasley
25 Creek. The portion of the property or portion of the

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creek that we're talking about is really -- is not the creek that runs east west just to the north and eventually south of Hasley Canyon.

What we're talking about is the stabilization of some of the erosion on a smaller creek that runs north and south out of the Hillcrest neighborhood. We're -- we have erosion issues. We're going to stabilize it, improve it and turn it into, you know, a more suitable habitat. So we're not talking about channelizing -- or a large scale channelization of the creek that runs along Hasley. I just wanted to clarify that.

Otherwise the questions about -- little difficult to do in this format, but the questions about detail on the plan, use, maintenance of any of the common areas, I'm happy to address those separately.

MR. GARCIA: And also just for the benefit of the public that's here, the items that were addressed, if you'd like to address -- maybe briefly explain what a pocket park is, where the trails are going, you know, if benches are going to be included in the project, if there's going to be some maintenance for the public parks, things that were addressed during the hearing.

MR. WYLDER: Sure. Our intent is to turn

1 over the park site to the county and that would be
2 maintained and improved pursuant to county standards. A
3 pocket park is just terminology we use for smaller parks
4 throughout the project or throughout the community. And
5 those would be maintained by the HOA.
6 You know, the county has very high standards
7 for maintenance. We would maintain similarly high
8 standards on the maintenance of the HOA pocket parks.
9 As far as the improvements within those pocket parks,
10 that's still influx.
11 We'll define that as we get a little further
12 into the process. But it's our intent to include a mix
13 of active and passive amenities to go along the trails
14 and, you know, to connect to some of the larger park
15 amenities we have programmed.
16 MR. GARCIA: Okay. Also, I think was an
17 issue or concern with regards to a fence. Perimeter
18 site of the lady who commented on the fence or on the
19 site of her development. Will there be a fence that
20 separates those two areas?
21 MR. WYLDER: I would need a little bit more
22 detail in order to address that. I'm happy to do that
23 separately. We can do that in a sidebar. I just need
24 to know exactly kind of where we're talking about.
25 MR. GARCIA: All right. Thank you.

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I just want to clarify we don't have any more speakers, correct?

MR. SZALAY: In the back? None back there? We're good.

MR. GARCIA: Sounds good. At this time is there anybody in the audience who wishes to comment on any item not on today's agenda, but which is in my purview? Nobody?

What I'd like to do -- today is April 14th, 2016. I would like to close this public hearing. Take it as documentation according to the planning commission and the staff so they can move forward with the project. Today is April 14, 2016, it is 6:58 p.m., and this meeting is now adjourned.

(WHEREUPON THE PROCEEDINGS CONCLUDED AT 6:58 P.M.)

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CERTIFICATE

OF

CERTIFIED SHORTHAND REPORTER

The undersigned certified shorthand reporter of the State of California does hereby certify:

That the foregoing proceedings were taken before me at the time and place therein set forth.

That the proceedings were recorded stenographically by me and thereafter transcribed, said transcript being a true copy of my shorthand notes thereof.

In witness whereof, I have subscribed my name this date: April 26, 2016.

Certificate Number 13079

C1: Response to comments made at Hearing Examiner Meeting, April 14, 2016

C1-1 Marcela Slavik Cocen

This comment is a set of general remarks and opinions in support of the Project. It presents no environmental issues within the meaning of CEQA and no specific response is provided. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed project.

C1-2 Neil Gereb

The commenter expressed a concern regarding truck traffic on Hayward Drive and air quality related to construction activity. In accordance with the County's Noise Control Ordinance, building construction activities within the Project Site would be limited to 7:00 A.M. to 8:00 P.M. Monday through Saturday. No construction activities would occur on Sundays or holidays. Construction is scheduled to occur Monday through Friday from 7:00 AM to 5:00 PM from November to February, and from 7:00 AM to 7:00 PM from March to October. Therefore, construction workers would typically arrive before the weekday morning commute peak period and but could leave during the weekday afternoon commute peak period.

<u>Traffic</u>

Designated truck routes would be used during Project construction and would require construction and delivery vehicles to approach the Project Site from either the Commerce Center Drive off-ramp from SR-126 or the Hasley Canyon Road off-ramp from I-5 and to use the Hasley Canyon entrance to the Project Site. Construction and delivery vehicles would similarly exit the Project Site via Hasley Canyon Road and proceed to the nearby SR-126 or I-5 on-ramps. The Project also includes the following Project Design Feature (PDF) as described on page 5.14-18 of the Draft EIR:

- Prior to issuance of an encroachment permit within the public right-of-way, the Permittee, in coordination with LACDPW, shall submit a Traffic Control Plan to be implemented during construction of the Project. The Traffic Control Plan shall identify all traffic control measures, signs, and delineator to be implemented by the construction contractor through the duration of the construction activities associated with Project improvements within public right-of-way. The Traffic Control plan shall be subject to final approval by LACDPW. If any additional agencies require approval, it will be the

responsibility of the Applicant to obtain such approvals. The Traffic Control Plan shall include the following provisions:

- Provisions for traffic control during all phases of construction activities to improve traffic flow on public roadways;
- Provision to limit construction trips ingress and egress of the Project Site via Hasley Canyon Road; construction trips may not access the Project Site through either Barcelona Road or Hayward Drive except when work on those roadways is being undertaken.
- Provision of adequate emergency access to all residences and businesses adjacent to the roadways impacted by the utility construction activities during all phases of construction activities;
- Scheduling construction activities to reduce the effect on traffic flow on arterial streets;
- Provision of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers on streets impacted by Project construction;
- Requirement that contractors participate in a common carpool registry during all periods of contract performance, with the registry monitored and maintained by the general contractor;
- All measures identified in the detailed Traffic Control Plan shall be implemented during construction to ensure that adequate and safe access remains available on-site.

Operational impacts were also evaluated in the Draft EIR. It should be noted (as provided in the Draft EIR on page 5.14-15) that five percent of the Project -related vehicle trips during operation are forecast to use the Hayward Drive access for purposes of entering and exiting the Project Site. Project traffic volumes both entering and exiting the Project Site were distributed and assigned to the adjacent street system based on the following considerations:

- The Site's proximity to major traffic corridors (i.e., Hasley Canyon Road, The Old Road, Commerce Center Drive, Henry Mayo Drive, etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Ingress/egress availability at the Project Site;

- Nearby population and employment centers as well as adjacent residential neighborhoods; and
- Input from LACDPW staff.

The Draft EIR did not identify any significant impacts with regard to Project-related operational traffic. Furthermore, the construction of the grade-separation project at the Commerce Center Drive/Henry Mayo Drive intersection would mitigate cumulative traffic impacts. This improvement is fully funded and therefore payment of fair share fees is not required. However, payment of Castaic Bridge and Thoroughfare District fees will be a condition of approval of the Project.

Further, the Draft EIR identified a No Barcelona Road Extension alternative (Alternative 4). Under this alternative, the remaining 15 percent of Project-generated trips (i.e., the trips not using the entrance to the Project from Hasley Canyon Road) would be redistributed. A traffic impact analysis of Alternative 4 was prepared for the Draft EIR's eight study intersections. In preparing the traffic analysis, a modified Project assignment was prepared based on the elimination of the Barcelona Road connection for secondary access. The primary change was shifting the approximately 10 percent of Project Site-generated trips originally assigned to the Barcelona Road access to the Hasley Canyon Road access (5 percent) and Hayward Drive access (5 percent).

Table 6.0-16 on page 6.0-77 of the Draft EIR provides the summary of the traffic analysis prepared for the study intersections for Alternative 4. As shown in this table, the direct traffic impacts of Alternative 4 are forecast to be less than significant. Similar to the Project, Alternative 4 is calculated to contribute to a cumulative traffic impact at the Commerce Center Drive/Henry Mayo Drive intersection; however, as with the Project, this cumulative traffic impact is completely mitigated at the intersection based on the full funded grade-separation interchange project. In summary, similar to the Project, the traffic impacts of Alternative 4 would be less than significant.

<u>Air Quality</u>

Page 5.2-22 of the Draft EIR includes the following air quality PDF to be implemented during construction:

- During construction, the Project shall comply with SCAQMD Rule 403 regarding fugitive dust control. The following measures shall be implemented to control fugitive dust.

- Watering active construction areas twice daily unless visibly moist to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.
- Covering stockpiled soil with secured tarps or plastic sheeting or spraying with a soil stabilizer when not in active use.
- Securing loads by trimming, watering, or other appropriate means to prevent spillage and dust.
- Maintaining soil stabilization of inactive construction areas with exposed soil via water, non-toxic soil stabilizers, or replaced vegetation.
- Suspending earthmoving operations or applying additional watering to meet Rule 403 criteria if wind gusts exceed 25 miles per hour;
- Covering all haul trucks or maintaining at least 6 inches of freeboard;
- Minimizing track-out emissions using the methods provided for in Rule 403; and
- Limiting vehicle speeds to 15 miles per hour or less in staging areas and on haul roads.
- In addition, the Applicant shall evaluate the potential for reducing exhaust emissions from on-road and off-road construction equipment. Control technologies to be considered and implemented may include:
- Particulate traps and filters, selective catalytic reduction, oxidation catalysts, air enhancement technologies, and the use of alternatively (non-diesel) fueled engines. Considerations will include commercial availability of appropriate California Air Resources Board verified technologies.

However, as indicated in **Table 5.2-4** Unmitigated Construction Emissions of the Draft EIR, emissions would exceed the applicable SCAQMD thresholds for NOx during the first three years of construction. Therefore, the regional air quality impact from emissions generated by Project construction would be potentially significant. PDFs as well as **Mitigation Measures MM 5.2-1** and **MM 5.2.2** would be implemented to reduce combustion-based emissions of NOx through the use of Tier 3 and Tier 4 engines, proper maintenance of vehicles and equipment, limiting construction during smog alert days, as well as other measures. The use of Tier 3 engines for all construction vehicles and equipment would reduce the NOx emissions by approximately half, but not to below SCAQMD thresholds as shown in **Table 5.2-5, Mitigated Construction Emissions** of the Draft EIR. Accordingly, the regional air quality impacts from construction emissions associated with the Project after mitigation would be significant and unavoidable.

Localized Emissions

As indicated in **Table 5.2-6** of the Draft EIR, localized emissions would exceed the applicable SCAQMD LST thresholds for PM10, PM2.5, and NO2 during construction. The impact to localized air quality from Project construction would be potentially significant. The PDFs, as well as **Mitigation Measures MM 5.2-1** and **MM 5.2-2**, would be implemented to reduce combustion-based emissions of PM10, PM2.5, and NO2 by Tier 3 and Tier 4 engines, proper maintenance of vehicles and equipment, limiting construction during smog alert days, as well as other measures. However, even with implementation of these measures, the impact would not be reduced to below significance thresholds. Therefore, the localized air quality impacts during Project construction would be significant and unavoidable.

C1-3 Terri Crain

This comment is a set of general remarks and opinions in support of the Project. The commenter states an opinion that businesses and school districts are struggling due to a lack of residents. The comment presents no environmental issues within the meaning of CEQA and no specific response is provided. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed project.

C1-4 Barbara Myler

This comment is a set of general remarks and opinions in support of the Project. It presents no environmental issues within the meaning of CEQA and no specific response is provided. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed project.

C1-5 Janet Toungaian

The commenter expresses a concern regarding fencing. As a safety measure, the Project includes fencing on Barcelona Road on the east, in the area overlooking Hasley Hills. This has been added to the design of the Project. Please refer to **Chapter 3.0 Corrections and Additions**.

The commenter also notes the presence of a constant sewer odor at the intersection of Hasley Canyon Road and Cambridge Avenue. As discussed in the Draft EIR, **Chapter 4.0**

Project Description and **Section 5.15 Wastewater,** wastewater flows originating from the Project will first discharge into a new local network of sewer lines managed by Los Angeles County Department of Public Works (LACDPW), then to existing points of connection. One connection point is located at the main project entrance and a second connection point is located at Hayward Drive to the northeast. **Section 5.15 Wastewater** of the Draft EIR includes an analysis of the Project's potential to create wastewater system capacity problems resulting in the need for new or expanded wastewater facilities. To determine the available capacity of the local sewer, a sewer area study was prepared for the Project and is included as Appendix 5.15.3-3 of the Draft EIR. The sewer area study evaluated two points of connection: Hasley Canyon Road and Hayward Drive, as these are the most likely points, as determined in consultation with the LACDPW, to be affected by the Project. Based on the analysis and calculations provided in the sewer area study, some of the existing sewer pipes that connect to the Hasley Canyon 15-inch trunk sewer exceed capacity and are under pressure. As a result, it may be necessary to upsize one or more of the existing sewer pipes located downstream from the Project Site to accommodate Project flows. **Mitigation Measure 5.15.3.-1** is included in the Project which requires the Applicant to test downstream manholes and requires the Applicant to bear the responsibility of upsizing the sewer if determined necessary by LACDPW. Therefore, the installation of sewer lines on the Project Site, as well as connecting to the two existing connection points, would not impact the existing sewer lines beneath the intersection of Hasley Canyon Road and Cambridge Avenue. As the Project would have no effect on the existing sewer at Hasley Canyon Road and Cambridge Avenue, it would be the responsibility of the County to maintain this and other County sewers..

C1-6 James Degnan

The comment provides general remarks about the Project and the channelization of Castaic Creek and Hasley Canyon Creek. The commenter is referred to **Chapter 4.0 Project Description** of the Draft EIR which provided details regarding the components of the Project. The Project does not include channelization of Hasley Canyon Creek. The Project does include restoration of the existing tributary on the western portion of the Project Site as shown in Draft EIR **Figure 3.0-2 Project Boundary and Environmental Setting**. The Project does include drainage/flood control features along Hasley Canyon Creek as described in the Project Description (Draft EIR **Section 4.8.2 Drainage/Flood Control**) and in Draft EIR **Section 4.9.1 Hydrology**. Energy dissipaters consisting of either rip-rap or larger standard impact type energy dissipaters are proposed to be

installed along Hasley Canyon Creek to reduce runoff velocities before entering the channel. As discussed in Draft EIR **Section 5.9.1 Hydrology,** there are currently eight drainage areas within the approximately 580-acre Tributary Area in which the Project Site lies. After grading and development, the resulting eight drainage areas would convey storm runoff through a series of desilting basins, catch basins, inlets and storm drains and continue to flow southerly towards Hasley Canyon Creek, or southeasterly towards Lower Castaic Creek. Under the Project's Drainage Concept Plan runoff on the Project Site would be collected and flow directed to Hasley Canyon Creek or Castaic Creek in a drainage pattern similar to existing conditions, where water flows have naturally formed paths of least resistance and concentrate at existing topographic depressions or cut channels through the Project Site. A detailed set of drainage plans can be found in Appendix 5.9.1-1. The final plan will be developed in consultation with LACDPW to comply with applicable requirements of the Revised Vesting Tentative Tract Map. The drainage and runoff discharge calculations for the Project under existing and buildout conditions are provided in **Table 5.9.1-4** of the Draft EIR. With the Project improvements (discussed on page 5.9.1-38 of the Draft EIR) in place, the Project would reduce runoff flow rates through the Project Site and into Hasley Canyon Creek and Castaic Creek. Furthermore, since storm flows from upstream areas would be channeled through the Project Site in facilities designed for the 50-year capital storm, and since on-site runoff would be accommodated in facilities designed for the 25-year urban design storm, pursuant to LACDPW requirements, no on-site or upstream flooding due to inadequately designed storm drainage facilities would occur. The Draft EIR appropriately evaluates the Project's impacts to Castaic Creek and Hasley Canyon Creek, and finds that all potential impacts are less than significant.

C1-7 Bill Miranda

This comment is a set of general remarks and opinions in support of the Project. It presents no environmental issues within the meaning of CEQA and no specific response is provided. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed project.

C1-8 Jeff Preach

The commenter requests that the Bridge and Major Thoroughfare Construction Fees collected for the Project be used to improve a portion of Hasley Canyon Road that is susceptible to flooding. See **Response to Comment C1-6** above regarding the Project's drainage and runoff discharge and impacts to Hasley Creek and Castaic Creek. The

commenter also states and opinion that commercial vacancy rates are high and schools lack students for enrollment. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the Project.

C1-9-1 Robert Throckmorton

The commenter expresses concern over the number of single-family units proposed. The Project includes 497 residential lots on approximately 144.38 acres of land. Project density would be approximately 1.16 dwelling units per gross acre (i.e., 497 residential lots divided by 430.4 acres) which would be consistent with the 2012 update to the Santa Clarita Valley Area Plan (SCVAP 2012) designation of "H2 – Residential 2 (UR1 – Urban Residential 1)" that establishes the area as a residential neighborhood requiring urban services with a maximum density of 2-dwelling units per gross acre. Allowable uses in this designation include single-family homes.[1]

The proposed density is also permitted within Zone A-2-2 with a density-controlled development conditional use permit (CUP).[2] The Applicant has requested approval of such a CUP for the Project.

Residential lot sizes would range from 8,300 square feet to 16,700 square feet, which is consistent with the minimum lot size requirement of 7,000 square feet as set forth in the Castaic Area Community Service District (CSD).[3] As designed, proposed residential development would be compatible with existing residential communities situated north, east, and southeast of the Project Site.

As discussed in **Section 5.10 Land Use and Planning** (page 5.10-19 of the Draft EIR) the Project is consistent with applicable County of Los Angeles land use plans, including the County General Plan, the SCVAP 2012, and the County Planning and Zoning Code, including the CSD. Further, the Project would be consistent with regional growth

1 SCVAP 2012, Chapter 2, Land Use Element, p. 52.

2 Under the SCVAP 2012 "Density-controlled development (clustering), in accordance with the provisions of the Zoning Ordinance, is encouraged on lands with significant environmental and/or topographical features or resources, in order to preserve open space for protection of these natural features or resources, to provide recreational amenities, or to act as a buffer to surrounding rural communities, provided that all residential lots meet the minimum lot size requirements of a Community Standards District, where applicable." SCVAP 2012, Chapter 2, Land Use Element, p. 52.

3 Section 22.44.137 (E)(1) of the CSD requires that not more than 43 percent of the lots be a minimum of 7,000 square feet with an the average of all lots not less than 10,000 square feet.

projections. As shown in **Table 5.10-4** and **Table 5.10-5** (pages 5.10-117 through 5.10-119 of the Draft EIR) the Project would be consistent with the policies, goals, and objectives of the Southern California Association of Governments (SCAG).

The traffic analysis for the Project, prepared by Linscott, Law & Greenspan (LLG) evaluated the potential for traffic impacts at eight intersections in the Study Area (see Draft EIR **Figure 5.14-1 Intersections Selected for Analysis**). The following study intersections were selected for analysis of potential impacts due to the Project based on the following criteria:

1. Immediately adjacent or in close proximity to the Project Site;

2. In the vicinity of the Project Site that are documented to have current or projected future adverse operational issues; and

3. In the vicinity of the Project Site that are forecast to experience a relatively greater percentage of Project-related vehicular turning movements (e.g., at freeway ramp intersections).

Additional criteria include Project peak hour vehicle trip generation, the anticipated distribution of Project vehicular trips, existing intersection/corridor operations, and LACDPW staff consultation and recommendations:

1. Del Valle Road/Hasley Canyon Road

2. Commerce Center Drive/Hasley Canyon Road

3. Commerce Center Drive/Franklin Parkway

4. Commerce Center Drive/Henry Mayo Drive (SR 126)

5. The Old Road/Hillcrest Parkway

6. The Old Road/I-5 Freeway Southbound (SB) Ramps – Sedona Way

7. The Old Road – I-5 Freeway SB On-Ramp/Hasley Canyon Road

8. I-5 Freeway Northbound (NB) Ramps/Hasley Canyon Road

The operational analysis (provided in pages 5.14-21 and 5.14-22 of the Draft EIR) determined no Project-related traffic impacts would occur at local intersections.

C1-9-2 Robert Throckmorton

The comment also includes discussion of odors from the local storm drains, although no specific storm drain was identified. There are currently three existing debris basins and seven storm drain systems located adjacent to the Project Site (Draft EIR **Figure 5.9.1-4, Existing and Proposed Project Site Drainage**). Maintenance of the storm drain is the responsibility of the County, is not the responsibility of the Project and would not be worsened by the Project. As stated in on page 5.9.1-39 of the Draft EIR, the debris basins on the Project Site would capture sediment and debris in upstream runoff and allow debris to settle out from the runoff before it would discharge into the storm system through the developed portion of the Project Site. With these improvements in place, the Project would reduce runoff flow rates through the Project Site and into Hasley Canyon Creek or Castaic Creek. Furthermore, since storm flows from upstream areas would be channeled through the Project Site in facilities designed for the 50-year capital storm, and since on-site runoff would be accommodated in facilities designed for the 25-year urban design storm, pursuant to LACDPW requirements, no on-site or upstream flooding due to inadequately designed storm drainage facilities would occur.

As described in the **Draft EIR Section 5.9.1 Hydrology**, a final developed condition hydrology analysis (Final Design Report) shall be prepared in conjunction with final Project design when precise engineering occurs. This final analysis shall confirm that all elements of the storm drain system conform to the policies and standards of the LACDPW and the Local Agency Formation Commission (LAFCO) as applicable. Compliance with all measures included in the Project's Hydrology Report and Final Design Report and the additional PDFs will ensure potential impacts remain less than significant.

C1-9-3 Robert Throckmorton

The commenter asks for clarification on the definition of a pocket park as it relates to the Project. According to the County of Los Angeles Park Design Guidelines and Standards, a pocket park is three acres or less in size, designed to accommodate residents living within ¼ mile of the park, and can include passive and active park amenities such as picnic areas, seating, and/or play equipment. Generally, a pocket park is a smaller park

(also referred to as a secondary park site). For the Project, these parks vary in size from approximately 0.47 acres to 6.85 acres. The pocket parks will be maintained by the HOA. The location of the pocket parks is shown in **Figure FES-3Conceptual Site Plan**. Additional detail on the public park and pocket parks is shown on Figures FEIR-2 through FEIR-9 in **Chapter 3.0 Corrections and Additions**.

The commenter also asks for additional detail on trails. A map of the proposed trails is shown on Final EIR **Figure F4.0-5 Trails Map** in **Chapter 3.0 Corrections and Additions**.

C1-9-4 Robert Throckmorton

The comment relates to public parks and the secondary park sites. As described in FEIR **Chapter 3.0 Corrections and Additions**, the Applicant will dedicate 5.28 acres of the public park site to the County. The remaining 2.17 acres will be maintained by the HOA. These 2.17 acres of park areas will be publicly accessible pursuant to a public easement, and will be maintained by the HOA to the same standards as the County-maintained parks.

C1-9-5 Robert Throckmorton

See **Response C1-2** for responses related to air quality during construction.

Letter C-2

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May 31, 2016

VIA E-MAIL

Attn: Steven Jones
County of Los Angeles
Department of Regional Planning
Land Divisions Section, Room 1382
320 West Temple Street
Los Angeles, CA 90012
Email: sdjones@planning.lacounty.gov

Re: Los Valles Project No. 98-034-(5) ("Project")
Revised Vesting Tentative Tract Map No. 52584 ("Tentative Tract")
Environmental Assessment No. 2013-00138
Public Comment on Draft Environmental Impact Report ("DEIR")

Dear Mr. Jones:

This law office represents Messrs. Ron Lombardi and Eugene Lombardi. Family members of the Lombardis own land westerly of and adjoining the Tentative Tract.

The Lombardis appreciate the opportunity to submit the following comments on the March 2016 DEIR. **The DEIR does not adequately address General Plan consistency or identify Project alternatives with respect to regional circulation and "connectivity."** 1

The Santa Clarita Valley Area Plan ("Area Plan") is a component of the County General Plan. The Area Plan warns against "cul-de-sacs and looped streets [that] provide *low connectivity* [of the road network]." (Area Plan, Chapter 3: Circulation Element, p. 74, emphasis added.)

The Area Plan promotes "connectivity" in the following policy (emphasis added):

> **Policy C-2.1.2:** Enhance connectivity of the roadway network to the extent feasible given the constraints of topography, existing development patterns, and environmental resources, by constructing grade separations and bridges; connecting discontinuous streets; *extending secondary access into areas where needed….*

Table 5.10-1 of the DEIR refers to this policy, but does not discuss the Project's failure to extend access into areas westerly of the Tentative Tract. In light of the required consistency with the General Plan, the DEIR should analyze the degree of road connectivity to the west. The current Project design increases the isolation of neighboring parcels to the west, which are separated from Hasley Canyon Road on the south by the physical barrier of Hasley Canyon Creek. 1

It would be a minor fix, and it appears to be topographically feasible, to simply extend the Project's "H" Street through the Open Space lot to the westerly line of the Tentative Tract, or provide an alternate road from the westerly line that connects to Barcelona Drive. **The DEIR should address this as a means to support consistency with the Area Plan**.

In a relevant CEQA case involving regional access, the Court of Appeal invalidated an EIR and held that a project was inconsistent with the general plan because it would "frustrate" its goals and policies without mitigating such effects. (*Napa Citizens for Honest Government v. Napa County Bd. of Supervisors* (2001) 91 Cal.App.4th 342, 379.) The project in *Napa Citizens* was a specific plan update to provide for development, in which the plan acknowledged that the "primary purpose of the circulation and transportation system is to improve regional access and to facilitate efficient local access[.]" The development, however, would have made conditions worse, and the court said the plan "makes no binding commitment to do anything to alleviate the impact[.]" Without such a commitment, the court in *Napa Citizens* held that the project failed to demonstrate general plan consistency because it "will frustrate the General Plan's goals and policies." 2

Here, the DEIR must address that the Project frustrates the Area Plan policies to "Enhance connectivity of the roadway network," and "extend[ ] 3

secondary access into areas where needed." The Project reflects poor planning and lack of forethought because it fails to provide road connectivity to reasonably foreseeable development to the west. Indeed, in or around 1989, the Lombardi family designed a subdivision map of its 80-acres so that roads connected to adjoining parcels to the west, north, and east. In the same way, this Project must connect to the west to ensure that individual approvals function as part of a transportation network.

It is the County's duty to ensure that roads connect to adjoining parcels in furtherance of the Subdivision Map Act's purpose to "facilitate orderly community development." The California Supreme Court stated that through "local review and approval of all proposed subdivisions, the [Map] Act aims to control the design of subdivisions *for the benefit of adjacent landowners*, prospective purchasers and the public in general." (*Gardner v. County of Sonoma* (2003) 29 Cal.4th 990, 997, emphasis added.) To avoid traffic congestion, this Project must take into account present and future development as required by the Area Plan. 3

We look forward to the public hearings for this Project.

Sincerely,

Lloyd Pilchen
OLIVAREZ MADRUGA, LLP

C2: Response to comments from Olivarez Madruga, LLP dated May 31, 2016

C2-1 The commenter expresses an opinion that the Draft EIR's Land Use analysis does not adequately demonstrate consistency between the Project and the SCVAP 2012 policies regarding regional circulation and roadway connectivity by providing cul-de-sacs and looped streets that provide low connectivity (Area Plan, Chapter 3 Circulation Element, p. 74) and failing to achieve connectivity as required by SCVAP 2012 Policy C-2.1.2, which states:

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

Regarding the Project's use of cul-de-sacs and looped streets, the topography of the Project Site makes the construction of straight streets in typical "block" formations infeasible from an engineering perspective. Additionally, contour grading, curvilinear street design, terraced drains, and terraced slopes have been incorporated as Project best management practices. Further, the site design aims to minimize grading by using the existing pads (from the Prior Entitlements) to the extent feasible. Finally, the Project includes connector trails to create a walkable community and to help enhance connectivity and, as demonstrated in the DEIR, is consistent with the County's Healthy Design Ordinance. As such, the minimal use of cul-de-sacs and looped streets in the Project design is not inconsistent with policies related to connectivity.

The commenter also asserts that the above referenced General Plan policies regarding connectivity are not achieved due to failure to create road connectivity to the west of the Project Site to the property owned by the commenter's clients (Lombardi property). However, as determined in the Draft EIR, the Project is consistent with the General Plan policies regarding roadway connectivity. As explained in Draft EIR **Section 5.10 Land Use and Planning** (page 5.10-67 of the Draft EIR):

> [A]s currently designed, the Project's main access point will be from Hasley Canyon Road. To maintain acceptable service standards, the Project will improve Hasley Canyon Road along the frontage of the Project Site as needed to provide a separate left-turn pocket for eastbound traffic. These improvements will be made in compliance with all County requirements regarding street design and access. With the

proposed improvements, Hasley Canyon Road is forecast to operate within acceptable parameters for motorists to and from the Project Site.

The Project provides connectivity as required by the County Code for fire access (i.e., two access points) and as indicated in **Chapter 3.0 Corrections and Additions**, **3.0 Environmental Setting,** an easement from Hasley Canyon Road across the Project Site to the Lombardi property was recorded in 2007. This easement provides direct access to the major roadway network in the area from the Lombardi property.

Based on traffic analysis for the Project and Related Projects, as further described below, there is no need for an additional roadway network to the west of the Project Site and there is no existing or planned roadway to the west to which the Project would connect. As provided in **Draft EIR Section 5.14 Transportation/Traffic** and further discussed below, based on existing and reasonably foreseeable traffic on Hasley Canyon Road, construction of a secondary roadway access parallel to Hasley Canyon Road is not warranted under either the Project or Alternative 4 (No Barcelona Extension) and after taking into account the reasonably foreseeable Related Projects, there is no Project or cumulative impact to traffic on Hasley Canyon Road. General Plan consistency is maintained under all scenarios analyzed in the FEIR by construction of improvements "deemed appropriate based on traffic analysis."

Specifically, as discussed in Draft EIR **Section 5.14 Transportation/Traffic,** and consistent with SCVAP 2012 Policy C-2.1.2, a Traffic Impact Study was prepared for the Project. The Project's traffic volumes, both entering and exiting the Project Site, were distributed and assigned to the adjacent street system based on the following considerations: (1) proximity to major traffic corridors (i.e., Hasley Canyon Road, The Old Road, Commerce Center Drive, Henry Mayo Drive, etc.), (2) expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals, (3) existing intersection traffic volumes and ingress/egress availability at the Project Site, (4) nearby population and employment centers as well as adjacent residential neighborhoods, and (5) input from LACDPW staff. Based on these factors, the Traffic Impact Study's findings did not indicate any necessity for the construction of a western access point. As part of **Chapter 6.0 Alternatives**, on page 6.0-75 of the Draft EIR, the analysis found that even without the Barcelona Road extension (as contemplated in Alternative 4), and with the resulting shift in traffic to Hasley Canyon Road and Hayward Drive (approximately five percent more additional trips at each Hasley Canyon and Hayward Drive), the Project would not result in a Project-level traffic impact at any intersection nor would it result in

any unmitigated cumulative impact. The Draft EIR properly determined that no additional roadway construction is required to reduce potential traffic impacts.

As indicated in **Section 3.0 Environmental Setting**, to the west and southwest of the Project Site are an established and substantially undisturbed ridgeline (e.g., the westerly ridgeline), low-density equestrian estate homes, and a mix of single-family residences that are interspersed among open space, providing limited demand for new roadway connections. Development of the Lombardi property is not reasonably foreseeable at this time. There is no application currently on file for the Lombardi property and therefore, determination that any development will take place on that property is speculative as such development would require approvals from the County. Further, the Lombardi property is primarily outside of the urban services area under the SCVAP 2012, which focuses intensive development within urban services areas of the plan, and is designated as "rural" in County land use maps as a result, more intensive development of the property is also speculative and would likely require a General Plan amendment.

Further, construction of a westerly roadway, while of limited utility, has the potential to create new environmental impacts. Since the filing of the unapproved 1989 plan for the Lombardi property which the commenter describes, there have been regulatory changes affecting the open space on the Project Site, including County designation of the westerly ridgeline as a significant ridgeline. Although the commenter states, "[i]t would be a minor fix, and it appears to be topographically feasible, to simply extend the Project's "H" Street through the Open Space lot to the westerly line of the Tentative Tract, or provide an alternate road from the westerly line that connects to Barcelona Drive," construction of a such a roadway would not be a "minor" fix as it would require extensive grading. . Further, as shown in Draft EIR **Chapter 3.0 Environmental Setting**, an extension of "H" Street would require grading on the secondary portion of the westerly ridgeline which is mapped as a significant ridgeline by the County. The CSD provides for an exception when grading of a ridgeline is necessary to provide access to open space. As that would not be the case in this circumstance, it is unclear if such an exception could be obtained for grading solely to provide access to the Lombardi property.

Further, such construction would be inconsistent with several Project Objectives outlined in Draft EIR **Chapter 4.0 Project Description** including:

Land Use Objectives

a. Provide development that is compatible with surrounding communities and provides a transition between the master planned single-family developments to the north and east of the Project Site and the more rural residential uses and undeveloped land to the west of the Project Site.

f. Locate development in a manner that preserves regionally significant natural resource areas, sensitive habitat, and major landforms.

g. Foster the design and integration of the natural and built environments, and implement sensitive land use transition treatments, attractive streetscapes, and high quality design themes to create an attractive community and appropriate transitions between neighboring uses.

Mobility Objectives

b. Provide an efficient street circulation system that minimizes impacts on residential neighborhoods and environmentally sensitive areas.

a. Incorporate sustainable development principles, including energy efficiency, waste reduction, drought-tolerant landscaping, use of water efficiency measures, and use of recycled materials and renewable energy resources.

Resource Conservation Objectives

d. Balance grading on the Project Site to avoid a need to import or export dirt for development.

Economic Objectives

b. Provide a project that will be financially feasible to develop and market and that will provide a return commensurate with the risk of development.

The Draft EIR appropriately determines that the Project is consistent with SCVAP 2012 policies, including Policy C-2.1.2.

The combination of these factors supports the County's determination in the Draft EIR that the Project's circulation plan is consistent with the General Plan and that provision

of a westerly roadway extension is not required by SCVAP 2012 Policy C-2.1.2 or any additional General Plan policies. See also response to Comment C2-3.

C2-2 The commenter references a Court of Appeal case, *Napa Citizens for Honest Government v. Napa County Bd. of Supervisors* (2001) 91 Cal.App.4th 342, as precedent for a project that is inconsistent with the applicable general plan, resulting in an invalidated EIR. The case cited is not relevant to the proposed Project. As demonstrated above, and throughout Draft EIR **Section 5.10, Land Use and Planning**, the Project is consistent with the SCVAP 2012 and would not "frustrate" achievement of the SCVAP 2012 goals.

C2-3 The commenter again suggests that the Project does not comply with the SCVAP 2012's connectivity policies and expresses the opinion that it is the County's responsibility to provide a roadway network that connects adjoining parcels in order to avoid traffic congestion and take into account present and future development. Construction of the requested roadway would not be required by the cited General Plan policy, which specifically requires that the decision-maker consider the constraints of topography, existing development patterns, and environmental resources, and provide secondary access into areas where needed and deemed appropriate based on traffic analysis. See **Response C2-1** for responses related to the Project's consistency with the SCVAP 2012 policies and analysis of the lack of need for an extension of secondary access to the west of the Project Site.

3.0 CORRECTIONS AND ADDITIONS

OVERVIEW

The *State CEQA Guidelines* Section 15088.5 states:

> *(a) A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice of its availability… "significant new information" requiring recirculation includes, for example, a disclosure showing that:*
>
> *(1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.*
>
> *(2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.*
>
> *(3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.*
>
> *(4) The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.*
>
> *(b) Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in the adequate EIR.*
>
> *(c) If the revision is limited to a few chapters or portions of the EIR, the lead agency need only recirculate the chapters or portions that have been modified.*
>
> *(d) Recirculation of an EIR requires notice pursuant to Section 15087, and consultation pursuant to Section 15086.*
>
> *(e) A decision not to recirculate an EIR must be supported by substantial evidence in the administrative record.*

New information is "significant" if, as a result of the additional information, "the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect."[1, 2] Recirculation is not mandated when the new information merely clarifies, amplifies, or makes and insignificant modification to an adequate draft EIR.[3]

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1 *Laurel Heights Improvement Ass'n v. Regents of Univ. of Cal.* 864 P.2d 502, 510 (1993) (*Laurel Heights II*)

2 *State CEQA Guidelines* Section 15088.5(a)

3 *Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova*, 150 P.3d 709 (2007) (quoting *Laurel Heights II*, 864 P.2d at 510); see also *Marin Mun. Water Dist. v. KG Land California Corp.*, 235 Cal.App.3d 1652, 1667 (1991) (citing *Sutter Sensible Planning v. Board of Supervisors* 122 Cal.App.3d 813 (1981).

In response to public comments received, staff initiated text changes, minor project changes as reflected on the Revised Vesting Tentative Tract Map, revisions to several figures to provide additional project detail and clarifications to text of the Draft EIR have been made. Revised figures are noted with the original figure number and a notation "F" in front (i.e., Figure F4.0-3), new figures are indicated with the notation of FEIR (i.e., Figure FEIR-1). Additional information has been identified in comments on the Draft EIR and responded to in **Section 2.0, Responses to Comments**, of this FEIR. These changes made since publication of the Draft EIR do not substantially affect the analysis contained in the Draft EIR, do not result in a substantial increase in the severity of a significant impact identified in the Draft EIR, and do not change the conclusions of the Draft EIR in any way. Changes made to the Revised Vesting Tentative Tract Map are described in redline/strikeout table format in Table FES-1. These minor changes are due to refinements to the Project and do not constitute a substantial change. The changes apply throughout the entire Draft EIR. Therefore, whenever an acreage number is indicated in the Draft EIR and is not otherwise corrected, it is deemed to be replaced by the number set forth in Table FES-1.

All of the public comments on the Draft EIR, as well as these Corrections and Additions to the Draft EIR, have been carefully reviewed to determine whether recirculation of the Draft EIR is required. All of the new information in these corrections and additions to the Draft EIR, in the comments, and in the responses to comments merely clarify or amplify or make insignificant modifications to an adequate Draft EIR. Therefore, the Draft EIR need not be recirculated prior to certification.

CHANGES TO THE DRAFT EIR

Changes to the Draft EIR are identified below by the corresponding Draft EIR section and subsection, if applicable, and the page number. Additions are in <u>underline</u> and deletions are shown in ~~strikethrough~~ format.

1.0 Introduction

The text on page 1.0-4 is revised as follows:

> Public hearings will be held before the Los Angeles County Hearing Examiner and Regional Planning Commission. The Hearing Examiner will conduct a public hearing at 6:00 PM on <u>Thursday</u> April <u>1</u>4, 2016 at Live Oak Elementary School, 27715 Saddleridge Way, Castaic, California, to take testimony on the Draft EIR during the 77-day public review and comment period which extends from March <u>15</u>, 2016 to May 31, 2016.

Executive Summary and Project Description

Minor changes to the number of lots and associated acreages were made to the Revised Vesting Tentative Tract Map No. 52584 during the Draft EIR public comment period. The text of the Draft EIR is updated throughout to reflect the revised Project summary as follows:

The Applicant (SFI Los Valles LLC) proposes to subdivide the Project Site into approximately 564 lots as shown on **Figure FEIR-1, Revised Vesting Tentative Tract Map No. 52584**. Land uses proposed on these lots include the following:

(1) 497 detached single-family homes;

(2) Approximately 185.60 acres of privately owned open space including approximately 119.56 acres of non-irrigated open space and/or open space landscaped with native vegetation (hereafter referred to as natural open space), approximately 59.6 acres of slopes and a mitigation area;[4]

(3) A 7.45-acre public park site, of which 5.28 acres will be dedicated to the County; the remaining 2.17 acres will be maintained as a park, to County park standards, by the HOA; the 2.17 acres will be publically accessible pursuant to an easement for public access/use.

(4) Approximately 32.31 acres for recreational use including a 5.06 acre vineyard and a 4.07 acre orchard;

(5) A multi-use trail at the southwest portion of the Project Site that will be dedicated to the County for public use;

(6) Water infrastructure including a 850,000 gallon water tank on a 1.55 acre lot and approximately 8.07 acres of storm drain basins; and

(7) Streets and on-site utilities and infrastructure.

(8) Grant of an easement from Hasley Canyon Road across the Project Site to the referenced property to the west (i.e., Lombardi Property)

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[4] As described in **Section 5.3 Biological Resources** of the Draft EIR, mitigation is required for impacts to jurisdictional waters. Providing mitigation on the Project Site (i.e., within the mitigation area) is currently anticipated and is preferred to off-site mitigation, however one or both approaches may be utilized. See Section 4.3.8 of the FEIR for further discussion.

Table FES-1
Project Development Summary

Land Use	Number of Lots	Acreage	Percentage
OPEN SPACE			
Public Park	1	5.28	1.23
Recreation Area /a/	12	32.31	7.51
Open Space/b/	16	185.6	43.12
TOTAL OPEN SPACE	**29**	**223.19**	**51.86**
DEVELOPED AREA			
Single family	497	144.13	33.49
Storm Drain Maintenance	12	8.07	1.88
Water Tank	1	1.55	0.36
Streets	21	53.16	12.35
Booster Station	1	0.16	0.03
Fee Title Pedestrian Access Lots	3	0.14	0.03
TOTAL DEVELOPED AREA	**535**	**207.21**	**48.14**
TOTAL	**564**	**430.4**	**100.00**

/a/ recreation area includes 5.06 acres of vineyard and a 4.07acre orchard and an approximately 7 acre community center
/b/ open space includes 1266 acres of natural open space including a mitigation area and 59.6 acres of transitional slopes .
Note: acreages provided in the table are approximate and may vary slightly from the exact tract map.
Source: Land Design Consultants and Impact Sciences, July 2016

The Project includes 497 residential lots on approximately 144.13 acres of land. Project density would be approximately 1.16 dwelling units per gross acre (i.e., 497 residential lots divided by 430.4 acres) which would be consistent with the SCVAP 2012 designation of "H2 – Residential 2 (UR1 – Urban Residential 1)" that establishes the area as a residential neighborhood requiring urban services with a maximum density of 2 dwelling units per gross acre. Allowable uses in this designation include single-family homes.

2.0 Executive Summary

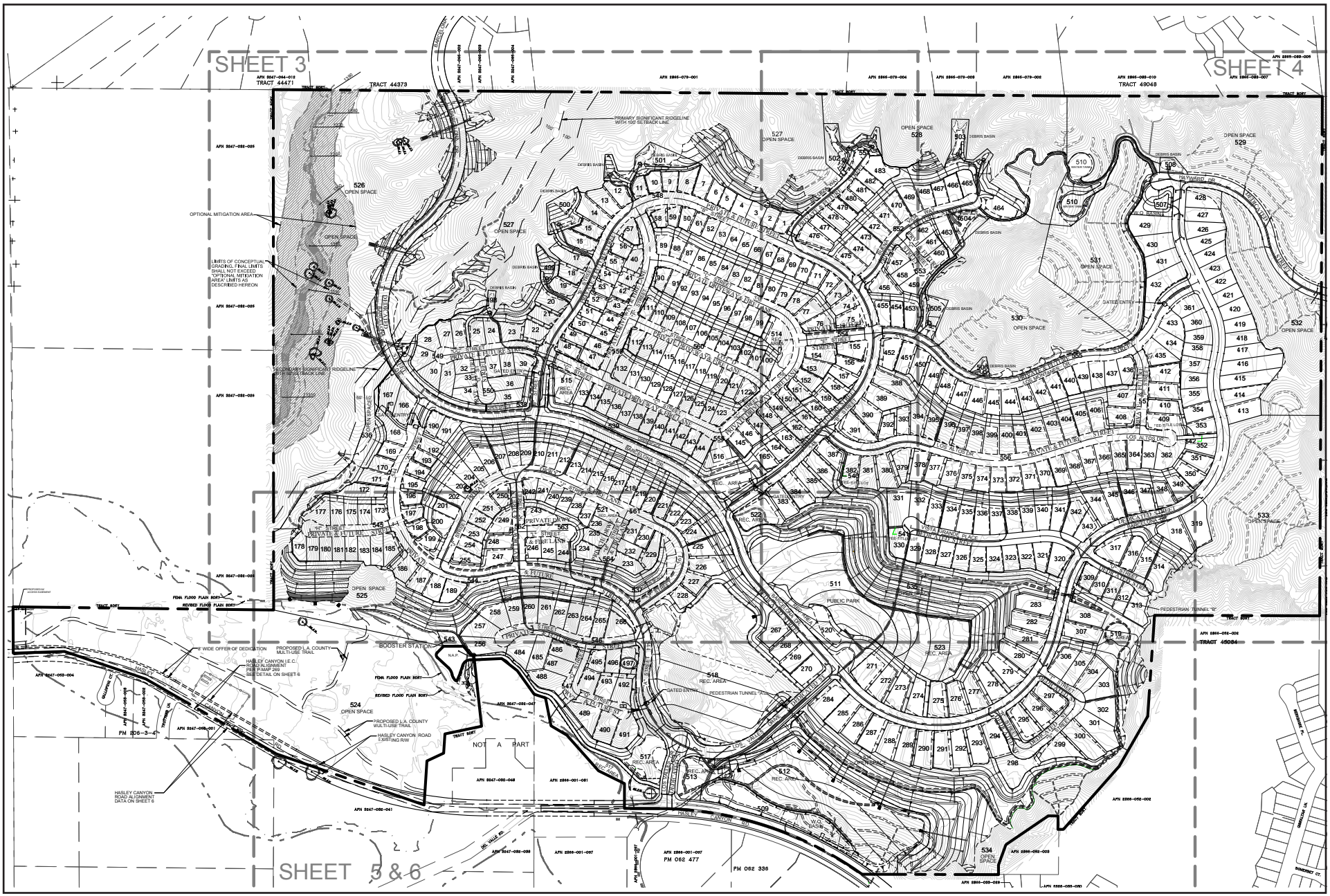
Figure ES-3 on page 2.0-5 of the Draft EIR is replaced with the new **Figure FES-3 Conceptual Site Plan** provided on the following page.

Changes made to the Revised Vesting Tentative Tract Map are included in the development summary table below. These minor changes are due to refinements to the Project and do not constitute a substantial change. The changes below apply throughout the entire Draft EIR. Therefore, whenever an acreage number is indicated in the Draft EIR it is deemed to be replaced by the number set forth in Table FES-1. For ease of reference Table FES-1 showing revisions from the Draft EIR is set forth below.

Table FES-1 (showing revisions from Draft EIR)
Project Development Summary

Land Use	Number of Lots	Acreage	Percentage
OPEN SPACE			
Public Park	1	~~7.45~~5.28	~~1.73~~1.23
Recreation Area /a/	~~7~~12	~~28.28~~32.31	~~6.57~~7.51
Open Space/b/	~~18~~16	~~189.29~~185.6	~~43.98~~43.12
TOTAL OPEN SPACE	**~~26~~29**	**~~225.02~~223.19**	**~~52.28~~51.86**
DEVELOPED AREA			
Single family	497	~~144.38~~144.13	~~33.55~~33.49
Storm Drain Maintenance	~~11~~12	~~6.19~~8.07	~~1.44~~1.88
Water Tank	1	1.55	0.36
Streets	21	~~52.96~~53.16	~~12.34~~12.35
Booster Station	1	0.16	0.03
Fee Title Pedestrian Access Lots	3	0.14	0.03
TOTAL DEVELOPED AREA	**~~513~~535**	**~~205.38~~207.21**	**~~47.72~~48.14**
TOTAL	**~~539~~564**	**430.4**	**100.00**

/a/ recreation area includes ~~4.5~~ 5.06 acres of vineyard and a ~~3.9~~ 4.07 acre orchard and an approximately 7 acre community center
/b/ open space includes 126 ~~123.25~~ acres of natural open space (including a mitigation area) and 59.6 acres of transitional slopes ~~and 6.44 acres of mitigation area~~.
Note: acreages provided in the table are approximate and may vary slightly from the exact tract map.
Note: the change in public park acreage reflects that 2.17 acres that were previously identified as part of the public park will be maintained by the HOA rather than dedicated to the County. These 2.17 acres will be restricted with an easement for public park use and thus will be maintained as a park. These 2.17 acres are reflected in the updated "recreation area" total.
Source: Land Design Consultants and Impact Sciences, ~~October 2015~~ July 2016



SOURCE: Land Design Consultants, Inc., June 2016

FIGURE **FEIR-1**

Revised Vesting Tentative Tract Map No. 52584

1154.001•06/16

SOURCE: Google Inc., June 2016

FIGURE **FES-3**

IMPACT SCIENCES

Project Site

1154.001•06/16

4.0 Project Description

On page 4.0-8 of the Draft EIR, under the heading 4.3.1.2 Design and Layout, the following sentence is added to the second paragraph: To ensure safety of Project residents, the Project will include fencing along Barcelona Road on the east, overlooking the Hasley Hills.

4.3.2 Open Space

The Project would provide approximately ~~189.29~~ 185.60 acres of privately owned open space that would be restricted in the Revised Vesting Tentative Map as open space areas. These areas include approximately ~~123.25~~ 126 acres of natural open space including an area that may be utilized by the Applicant as a mitigation area that would remain largely native in character, and approximately 59.6 acres of transitional slopes~~, and a 6.44 acre mitigation area~~ on ~~18~~ 29 lots.[5] Open space areas include primary portions of the westerly ridgeline and much of the western portion of the Project Site, as well as areas to the north and northeast of the Project Site. Open space would provide a transition between residential uses proposed as part of the Project and undeveloped land and equestrian estates situated west of the Project Site and housing to the north and east of the Project Site. Open space areas are proposed along the southern boundary of the Project Site and would buffer proposed residential uses from the adjacent Hasley Canyon Road and the light industrial/manufacturing commerce centers that are situated further south.

4.3.3 Public Park

Centrally located on the Project Site is a 5.28 acre public park containing a tot lot and a lawn space large enough to play soccer. This park will be maintained by the County and open to the public. The ~~Project includes a 7.45 acre~~ public park ~~that~~ would be located in the southeastern portion of the Project Site as shown on **Figure F4.0-3 Conceptual Site Plan** ~~**Figure 4.0-3, Conceptual Site Plan**~~. It is expected the ~~that the 7.45 acre public park may be~~ 5.28 acres will be dedicated to, and would be maintained by, the County of Los Angeles Department of Parks and Recreation; an additional 2.17 acres surrounding the public park would be made publicly accessible through an easement for park purposes and would be maintained by the homeowners association (HOA) for public use. ~~however, if the County does not accept the dedication, the park would be maintained by the homeowners association (HOA) as a park for public use~~. The public

5 In addition to the ~~189.29~~ 185.60 acres of natural open space, transitional slopes, and mitigation area, the Project provides ~~28.28~~ 32.31 acres of recreation areas, and a ~~7.45~~ 5.28 acre public park (with an additional 2.17 acres surrounding the park that would be made publically accessible through an easement for park purposes) that all count toward the County's open space requirement. As such, the total open space provided by the project is approximately ~~225.02~~ 223.19 acres.

park will be designed and improved pursuant to the County's Park Design Guidelines. Currently planned park amenities include decomposed granite walkways, two "tot-lots" (age 2-5 and age 5-12), a lawn play area with a short soccer field, picnic structures, concrete picnic tables, charcoal BBQ's, an arrival plaza, bike rack (9 spaces) and a 24 inch concrete seat wall. Details of the park is shown in **Figure FEIR-2 Public Park Concept Plan.** ~~Although the final design of the public park site will be determined at a later date, it is anticipated the park would include irrigated picnic areas, a flat meadow area, shade structures, sports facilities, and a restroom and would include lighting as described below. Parking would be provided pursuant to County requirements~~.

4.3.4 Secondary Parks

Secondary Parks: Smaller secondary park and recreation areas (referred to in this EIR as secondary parks, or pocket parks) are proposed throughout the community. These areas would be maintained by the HOA. The location of the secondary parks is illustrated on **Figure F4.0-3, Conceptual Site Plan** and they range in size from approximately 0.~~5~~47 to 6.85 acres, with a total of approximately ~~12.88~~ 21.46 acres of ~~secondary parks proposed~~ programmed space. ~~Although not designed at this time, secondary parks are expected to include a mix of passive open space, shade structures, seating areas, and/or play courts.~~ Activities at these parks include: meadows, exercise stations, and view overlooks.. The secondary parks are proposed to be accentuated with colorful and textured plantings providing interest at the pedestrian scale. Turf would provide space for flexible play and event functions. Water wise gardens would feature native compatible plant material. Detail of the secondary parks is shown in **Figure FEIR-3 Pocket Park Detail 'A'** through **Figure FEIR-8 Pocket Park Detail 'F'**.

4.3.5 Trails and Fee Access Lots

The Project includes a system of privately maintained, publicly accessible pedestrian trails and a multi-use trail. The location of these trails is shown on **Figure F4.0-5Trails Map** ~~**Figure 4.0-5, Trails Map**~~. Both the pedestrian trails and the multi-use trail would provide a linkage to local and regional trails including built portions of the Hasley Canyon Trail and the proposed Castaic Creek Trail.

Pedestrian Trails: Approximately 4.5 miles of internal pedestrian trails would connect the different areas of the Project community and provide access to the various amenities and open space areas within the Project Site. The locations of pedestrian trails on the Project Site are shown on **Figure F4.0-5 Trails Map** ~~**Figure 4.0-5, Trails Map**~~. The pedestrian trails would provide access to open space at three points: the water tank location, the area east of the proposed Barcelona Road on the Project Site, and the area southwest of the proposed Barcelona Road extension on the Project Site. (**Figure F4.0-5 Trails Map**

~~**Figure 4.0-5, Trails Map**~~).. All trails located on the Project Site will be open and accessible to the public.

Pedestrian trails would be approximately six feet wide and would be privately maintained, but available for public use. Design of the pedestrian trails is still conceptual; however, possible trail materials could include crushed aggregate (brick, granite, etc.), gravel, asphalt, and/or concrete. As shown on **Figure F4.0-5 Trails Map** ~~**Figure 4.0-5, Trails Map**~~**,** portions of the trail would include sidewalks.

Multi-Use Trail: An approximately 3,000 linear foot public multi-use trail is proposed on the Project Site. This public multi-use trail could be used for hiking, mountain-biking, and equestrian use and will be developed and dedicated to the County of Los Angeles Department of Parks and Recreation. The location of the multi-use trail is shown on **Figure F4.0-5 Trails Map** ~~**Figure 4.0-5, Trails Map**~~. As proposed, the multi-use trail would be 16 feet wide and would run parallel with Hasley Canyon Road on the southwestern portion of the Project Site. The multi-use trail would provide a linkage to the existing Hasley Canyon Trail located east of the Project Site (**Figure 5.13-3 Existing and Proposed Trails in the Project Vicinity**).

Fee Access Lots: Three "fee access" lots would be maintained by the HOA. These recreational lots provide pedestrian access within the gated portions of the community.

4.3.6 Vineyard and Citrus Orchard

Approximately ~~4.5~~ 5.06 acres of vineyard are proposed throughout the Project Site. ~~is proposed as part of the Project to be located east of the community's main entrance off of Hasley Canyon Road, as well as to the north, east, and west of the community center~~. Approximately ~~3.9~~ 4.07 acres of citrus orchard are proposed to be located west of the community's main entrance along the north and south of "A" Street (as shown on **Figure F4.0-3 Conceptual Site Plan** ~~**Figure 4.0-3, Conceptual Site Plan**~~). The vineyard and orchard would be maintained by the HOA. The intent of these areas is to provide a pleasing visual element situated at the entrance to the Project Site, as well as to buffer residents of the Project from Hasley Canyon Road and the light industrial and manufacturing land used situated further south.

4.3.7 Community Center

As shown on **Figure FEIR-9 Community Recreation Center** ~~**Figure 4.0-3, Conceptual Site Plan**~~, a privately maintained community recreation center is proposed approximately 1,000 feet northwest of the community's main entrance off of Hasley Canyon Road. The community recreation center is proposed to include a private clubhouse, a pool, a spa, an open meadow, and access to community trails through a pedestrian underpass. ~~While the community recreation center has not yet been designed, possible improvements could include a pool, clubhouse, shade structures, play courts, and/or seating areas.~~ The

community recreation center will be gated and its use will be limited to Project residents.

4.3.8 Mitigation Area

The Project will result in impacts to jurisdictional waters as further described in Section 5.3 Biological Resources and addressed in **Mitigation Measure 5.3-5**. As described therein, the preferred location for mitigation is on the Project Site as shown in the crosshatched location on **Figure FEIR-1 Revised Vesting Tentative Tract Map**. The mitigation may not require the entire crosshatched area, rather the crosshatched area provides an outer boundary within which mitigation will occur. However, if necessary, a portion of the mitigation could be addressed in an off-site location or by purchase of mitigation credits if the Applicant elects to complete only a part of the required mitigation on site. Onsite mitigation in this area would ~~The Project includes a 6.44 acre mitigation area to~~ restore and expand the western drainage (Tributary 1) to a condition that would reduce the degree of erosion that occurs now and would include terracing and re-contouring the near vertical existing banks, expanding the existing riparian habitat by restoring vegetation including mainland holly-leaf cherry and California live oaks. As described in **Section 5.3, Biological Resources**, the streambed restoration will be coordinated with both the United States Army Corps of Engineers (USACE) and the California Department of Fish and Wildlife (CDFW). The Project also requires habitat mitigation for western spadefoot toads (a California Species of Special Concern). The Relocation and Enhancement Plan, as well as identification of the relocation area, will be completed in consultation with CDFW, but is anticipated to be located west of the westerly ridgeline, in close proximity to the restored western drainage. As described above, the intent is to perform all mitigation in the western drainage on the Project Site (i.e., crosshatched area). However, if greater mitigation is required, the balance of required mitigation, if any, will occur either in an off-site location acceptable to CDFW or at a mitigation bank by purchase of mitigation credits.

Page 4.0-26 is revised as provided below. Where sustainable features are listed as PDFs in the DEIR, this list supersedes those measures:

In addition to the required compliance measures listed above, the Project includes the following sustainable features.

- Location. Nearby freeway access and adjacency to services and jobs helps to avoid vehicle trips (VT) and vehicle miles traveled (VMT).

- Open Space. The Project will maintain approximately 223.19 ~~225.02~~ acres of recreation and open space, including, a public park (~~7.45~~ 5.28 acres), a recreation area (32.31~~28.28~~ acres), and open space

(185.60~~189.29~~ acres).

- Trail System. Approximately 4.5 miles of trails will be constructed throughout the Project with approximately 3,000 linear feet of public multi-purpose trails to provide a complete system and access to the local and regional trail system. Enhanced trailheads provide gathering points and connectivity to the local regional trail system. Trail standards will be in accordance with the Castaic Area CSD and other applicable requirements.

- Hillside Management. Contour grading, curvilinear street design, terraced drains, terraced slopes, and related project design features have been incorporated as project best management practices.

- Significant Ridgeline Protection. To minimize Project Site grading, the Project proposes to use existing pads in the easterly portion of the Project Site to the extent feasible. The Project plan emphasizes open space and connections to adjoining areas by maintaining approximately 185.60 ~~189.29~~ acres of land as open space (including slopes and the potential mitigation area)~~.~~ approximately 119.56~~123.25~~ acres of open space that would remain largely native in character. The westerly ridgeline will be largely undisturbed other than to restore and stabilize the slope as needed due to prior work on the ridgeline (which included early-stage grading operations within its setback limits, including but not limited to: clearing and grubbing, the grading of a construction road along its crest and over the crest in at least two places, and mining operations of natural sand deposits for use as utility beddings elsewhere on the Project Site) and the proposed Barcelona Road extension, which would not traverse the primary portion of the ridgeline (as is permitted by the Prior Entitlements) but would instead cross over a secondary portion of the ridgeline in one location in an area subject to such prior disturbance.

- Link to Transit. A bus stop is located approximately 1,000 feet west of the Project Site, at the intersection of Hasley Canyon Road and Del Valle Road. ~~within a quarter mile of the Project Site.~~ Trails provide additional alternatives to auto travel.

- Healthy Communities. Project streets are designed to be safe and integrate a network of roadways and connector trails for a walkable community. Sidewalks, on-street parking, tree canopies, curbs and gutters, and narrower intersections with smaller radii are some of the Project's healthy walkable street features. A public park and ~~six~~ secondary parks provide opportunities for outdoor

activity. Vineyards and orchards can be accessed by foot and may provide local food.

- Site and Building Orientation to Optimize Solar. Buildings will be oriented to optimize passive solar access (such as daylighting).[6]

- Solar Photovoltaics (PV) systems are to be installed in the common areas and clubhouse structure to help offset Project energy use.

- Bicycle Parking. For five percent of visitor parking spaces, permanently anchored bicycle racks will be provided within 200 feet of the visitors' entrance of the Clubhouse.

- Electric Vehicle (EV) Charging. One charging station will be provided at the clubhouse. All residential units will have capability for electric charging.

- ~~Reduce Heat Island Effect. Tree canopy cover, light colored paving, and roofing materials will be used to reduce heat island effect.~~

- Residential Dwellings Energy Efficiency. All residential dwellings shall be designed and constructed to be a minimum of 15 percent better than the 2013 Energy Code.

- Clubhouse Building Energy Efficiency. The clubhouse will be designed and constructed to meet zero net electric[7] by incorporating passive solar techniques, high efficiency technologies, ENERGY STAR appliances, solid state LED adaptive lighting, coupled with solar PV to offset electrical loads.

- Solar Energy CC&Rs. Applicant will develop solar energy CC&Rs to protect solar access throughout the community in perpetuity.

- ~~Model Demonstration – ZNE TDV. Each builder shall be required to build and demonstrate at least one model at each model complex, as Zero Net Energy (ZNE TDV[8]) option to potential homebuyers. This is to be consistent with 2013 Title 24, Part 6, Tier 2; 30 percent better than the 2013 energy code and solar photovoltaic (PV) panels sufficient to offset 100 percent of the energy load over 12 months. [Note: This ZNE TDV Tier is expected to be part of the 2016 CALGreen Residential Voluntary Measures; Division A4.2 Energy Efficiency.]~~

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6 LA County General Plan Policy LU 10.3.

~~7 Zero net energy (ZNE) electric means the building will be designed and constructed to generate as much energy from renewable sources, such as solar photovoltaic (PV) panels as it uses over a 12 month period.~~

~~8 Zero Net Energy – Time Dependent Valuation.~~

- Model Demonstration – Recycling Stations. Recycling stations shall be included in every model home. Recycling stations will be a standard feature in all residences to include a minimum of paper, corrugated cardboard, glass, plastics, and metals.

- Model Demonstration – EV Charging. Electric Vehicle chargers will be installed and functional in at least one model home within each of the model complexes. EV charging will be offered as an option for every potential homebuyer.

- Los Valles Community Recycling Program. The Applicant will develop a community-wide recycling program and design readily available recycling area(s) within the community clubhouse identified for the depositing, storage and collection of non-hazardous materials for recycling to include a minimum of paper, corrugated cardboard, glass, plastics, and metals or meet a lawfully enacted local recycling ordinance if more restrictive. Onsite landscaping clippings will be utilized as mulch within the community common area landscaping and agricultural vineyards and orchards as appropriate.

- Local Agriculture. Approximately ~~8.4~~ 9.13 acres of vineyards or other productive agricultural uses will be provided on the Project Site. Incorporation of innovative agricultural practices that conserve resources and promote sustainability, such as drip irrigation, hydroponics, and composting will be explored.[9]

- Community Outdoor Kitchen. A simple outdoor kitchen will be provided for the Los Valles community with places designed for community gatherings. Some possible uses for the outdoor kitchen could be cooking demonstrations, jam making, canning preserves, and winemaking.

- Homeowner Sustainability Stewardship Program. The Project Applicant will develop Homeowner Sustainability Stewardship Educational Program (Educational Program) which will be made available to all new homebuyers to help educate and build Los Valles Land Stewards for the long-term. This Educational Program can be in the form of electric media rather than printed materials to minimize resource waste.

The following sentence is added to the end of the first paragraph on page 4.0-29 under the heading **4.7 Site Access and Circulation**

The Project also provides connectivity and a minimum of two access points as required by the County

[9] LA County General Plan Policy C/NR 9.2.

Code for fire access. The Project includes grant of an easement from Hasley Canyon Road across the Project Site to the property to the west of the Project Site, thereby providing direct access from that Property to the major roadway network in the area. This easement would accommodate future development of that property.

The text on page 4.0-28 under the subheading 4.12 Requested Discretionary Approvals is updated as provided below.

The requested discretionary approvals required for implementation of the Project would include, but not be limited to, the following:

1. Revised Vesting Tentative Tract Map (Revised VTTM) No. 52584 to subdivide the Project Site into 497 single-family lots, ~~18~~ 16 open space lots, ~~seven~~ 12 recreation lots, one public park lot, one water tank lot, ~~11~~ 12 storm maintenance/debris basin lots, and three "fee access" lots (pedestrian access lots) to be maintained by the HOA,[10] 21 street lots, and one booster station lot for a total of ~~539~~ 564 lots.

2. Conditional Use Permits (CUP) to authorize (1) density-controlled development to allow the proposed layout of the residential uses;[11] (2) an exemption from the Castaic CSD significant ridgeline ~~exemption~~ with respect to the westerly ridgeline for open space, construction of trails, landscape areas, stabilization of a pre-existing sand mining operation and access via extension of Barcelona Road and related infrastructure;[12] (3) development in accordance with the County's urban hillside management criteria;[13] and (4) on-site grading in excess of 100,000 cubic yards of combined cut/fill.[14] In addition, a CUP is requested for the installation of an additional 850,000-gallon water tank and the use of both the proposed and existing water tank.[15]

Figure 4.0-3 on page 4.0-6 of the Draft EIR is replaced with the new **Figure F4.0-3 Conceptual Site Plan** provided on page 3.0-17.

Figure 4.0-5 on page 4.0-14 of the Draft EIR is replaced with the new **Figure F4.0-5 Trails Map** provided on page 3.0-18.

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10 These lots (also called HOA fee access lots) are narrow (8 or 20 foot wide) lots that provide pedestrian access between cul-de-sacs and nearby streets and/or pedestrian trails. These lots will be maintained by the HOA.

11 LACC 22.24.150 & 22.56.205

12 LACC 22.44.137.D.6.d.i(B)

13 LACC 22.56.215

14 LACC 22.56.210

15 LACC 22.24.150

Figure 4.0-6 on page 4.0-23 of the Draft EIR is replaced with the new **Figure F4.0-6 Conceptual Landscape Plan** provided on page 3.0-19.

Figure 4.0-8 on page 4.0-31 of the Draft EIR is replaced with the new **Figure F4.0-8 Site Access and Internal Project Circulation** provided on page 3.0-20.

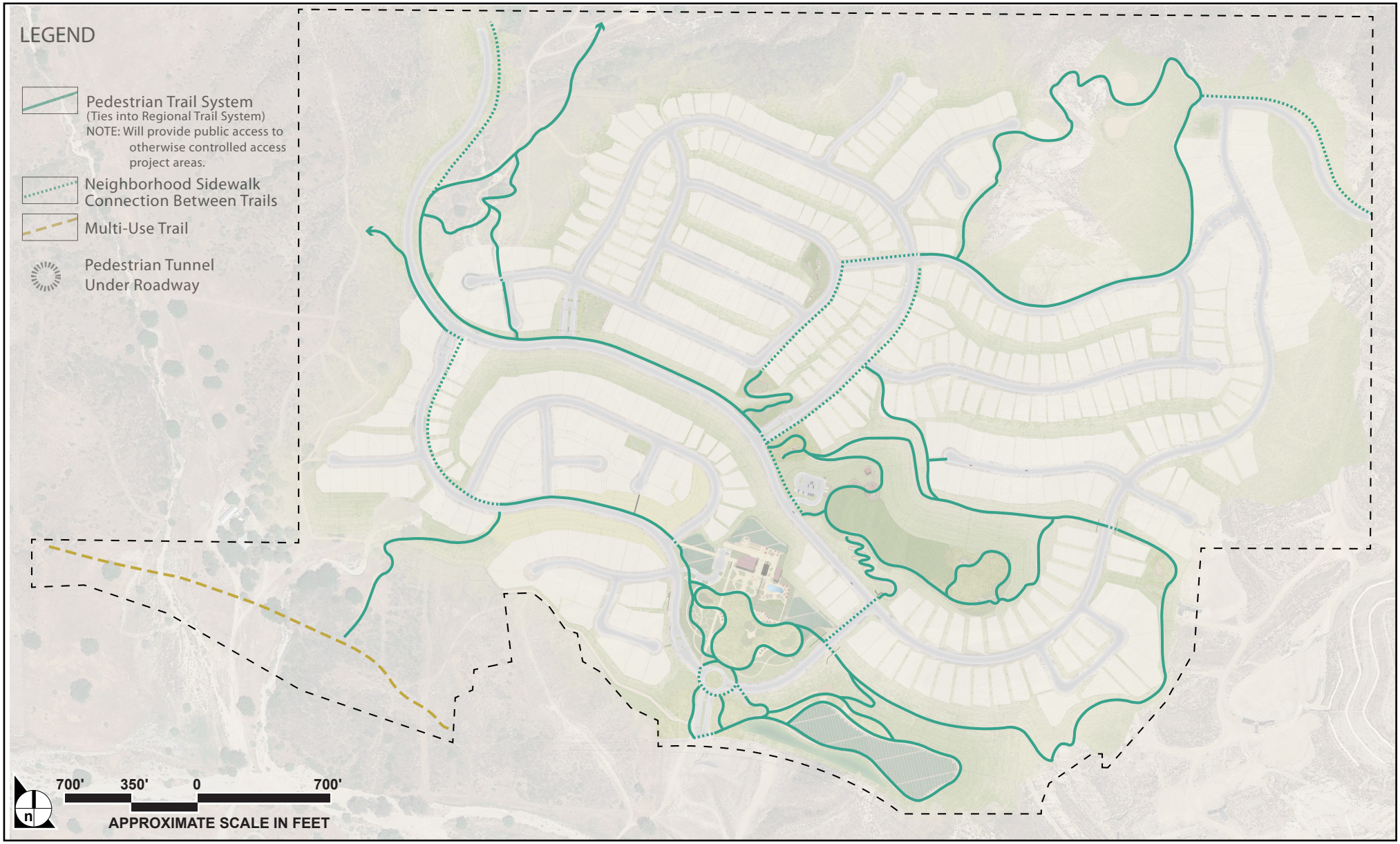
Figure 4.0-14 on page 4.0-53 of the Draft EIR is replaced with the new **Figure F4.0-14 Interim Controls Conceptual Site Plan** provided on page 3.0-21.

SOURCE: Google Inc., June 2016

FIGURE **F4.0-3**

Conceptual Site Plan

1154.001•06/16



SOURCE: ValleyCrest Design Group, June 2016

FIGURE **F4.0-5**

Trails Map

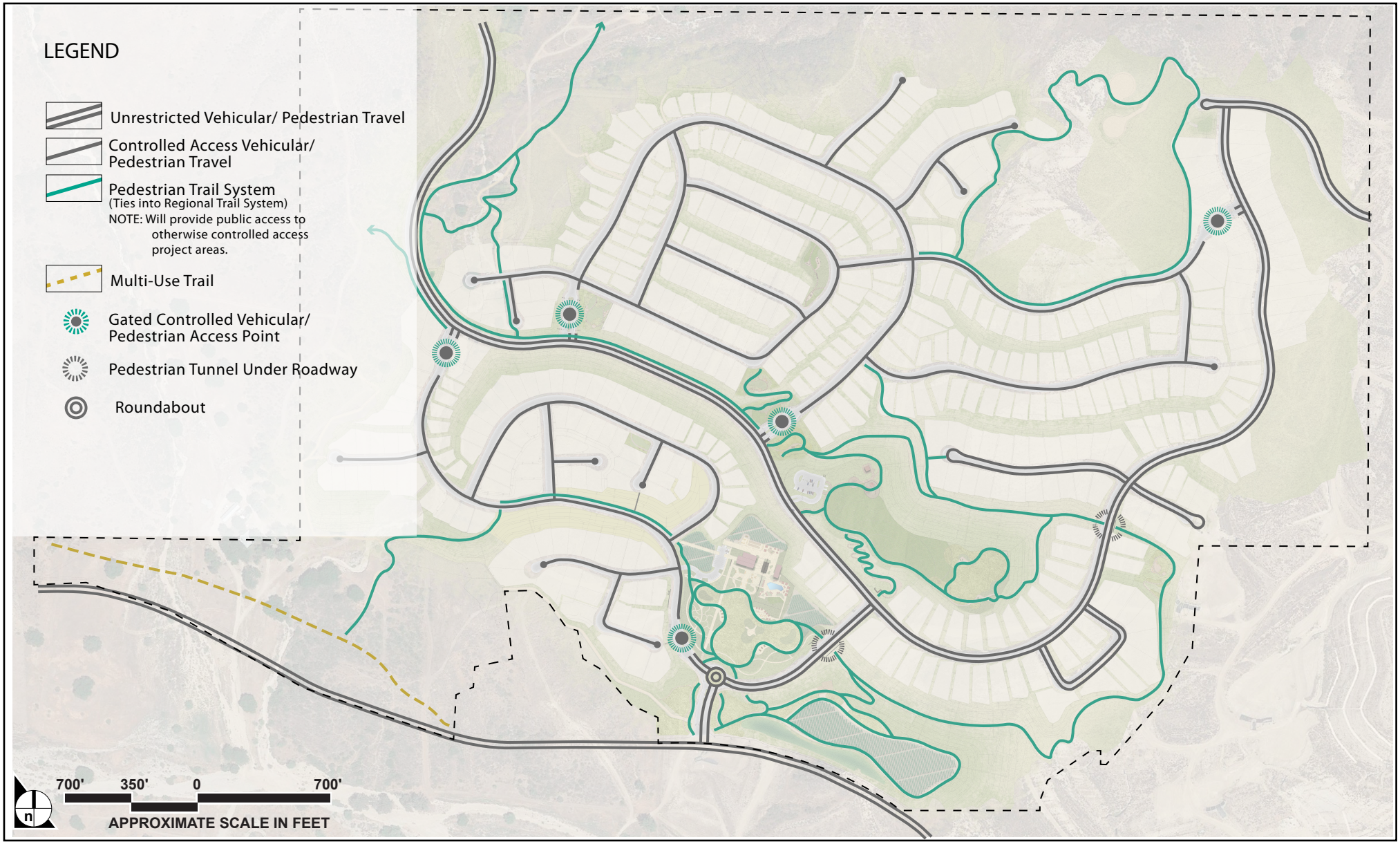
1154.001•06/16

SOURCE: ValleyCrest Design Group, June 2016

FIGURE **F4.0-6**

Conceptual Landscape Plan

1154.001•06/16



SOURCE: ValleyCrest Design Group, June 2016

FIGURE **F4.0-8**

Site Access and Internal Project Circulation

1154.001•06/16

SOURCE: ValleyCrest Design Group, June 2016

FIGURE **F4.0-14**

Interim Controls Conceptual Site Plan

1154.001•06/16

L.A. COUNTY-Title 22 PLANNING AND ZONING ORDINANCE
22.52.1175 PUBLIC PARKS
PARKING MATRIX

A. Every publicly owned park shall have automobile parking spaces plus adequate access thereto, calculated as follows:

1.For parks of not more than 50 acres:

a. One automobile parking space for each 45 square feet of floor area in the largest assembly area in each building used for public assembly except gymnasiums; plus
b. One automobile parking space for each 100 square feet of floor area in the largest room in each gymnasium; plus
c. One automobile parking space for each 400 square feet of floor area in the remaining area of each building in the park, excluding parking structures, maintenance and utility buildings, and other structures not open to the public.
d. One automobile parking space for each one-half acre of developed park area up to 15 acres; plus
e. One automobile parking space for each additional acre of developed park area in excess of 15 acres.

Parking Summary:

Large Assembly Area: 576sq. ft/45sq. ft= 13 Stalls

Future Building (Restroom): 500 sq.ft/100sq.ft= 5 Stalls

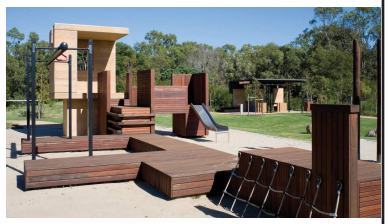
Developed Park Area: 5.28 acre/0.5 acre= 11 stalls

Total Parking Spaces Needed: 29 Stalls

Total Parking Spaces Designed: 29 Stalls and 2 ADA Stalls

Legend

1. Park Entry Sign
2. Parking Lot with Gate (29 Spaces)
3. Trash Enclosure
4. Restroom
5. Decomposed Granite Walking Path
6. 2-5 Age and 5-12 Age Tot-Lot
7. Future Tot-lot Location
8. Lawn Play Area with Short Soccer Field
9. Picnic Structure
   - (4) Concrete Picnic Tables
   - (2) Charcoal BBQ's
10. 24" Concrete Seat Wall
11. Bike Rack (9 Spaces)
12. Arrival Plaza. See Pocket Park 'D'



SOURCE: Schweitzer + Associates, June 2016

FIGURE **FEIR-2**

Public Park Concept Plan

154.001•06/16

LEGEND

1. Picnic Area
2. Lawn Area
3. 6' Wide Community Trail System
4. Gated Entry

SOURCE: Schweitzer + Associates, June 2016

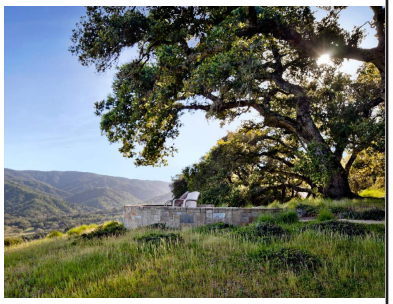
FIGURE **FEIR-3**

Pocket Park 'A'

154.001•06/16

LEGEND

1. Meadow
2. 6' Wide Community Trail System
3. Lawn Area
4. Picnic Area
5. Gated Entry
6. View Overlook



SOURCE: Schweitzer + Associates, June 2016

FIGURE **FEIR-4**

Pocket Park 'B'

154.001•06/16

LEGEND

1. Picnic Area
2. Exercise Stations
3. Lawn Area

SOURCE: Schweitzer + Associates, June 2016

FIGURE **FEIR-5**

Pocket Park 'C'

154.001•06/16

LEGEND

1. Theme Wall
2. 6' Concrete Walk
3. Arrival Plaza
4. Meadow
5. Heritage Tree

SOURCE: Schweitzer + Associates, June 2016

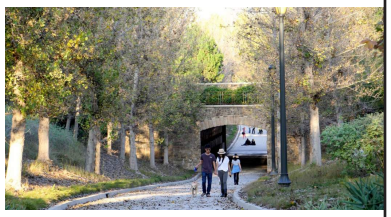
FIGURE **FEIR-6**

Pocket Park 'D'

154.001•06/16

LEGEND

1. Pedestrian Underpass
2. 6' Wide Community Trail
3. BBQ
4. Picnic Area
5. View Overlook
6. Meadow



SOURCE: Schweitzer + Associates, June 2016

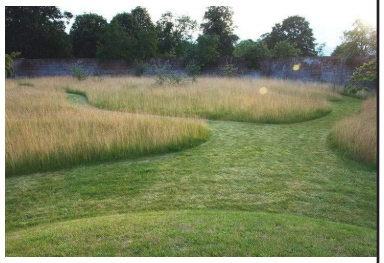
FIGURE **FEIR-7**

Pocket Park 'E'

154.001•06/16

LEGEND

1. Lawn Area
2. Meadow
3. 6' Decomposed Granite Trail
4. Picnic Area

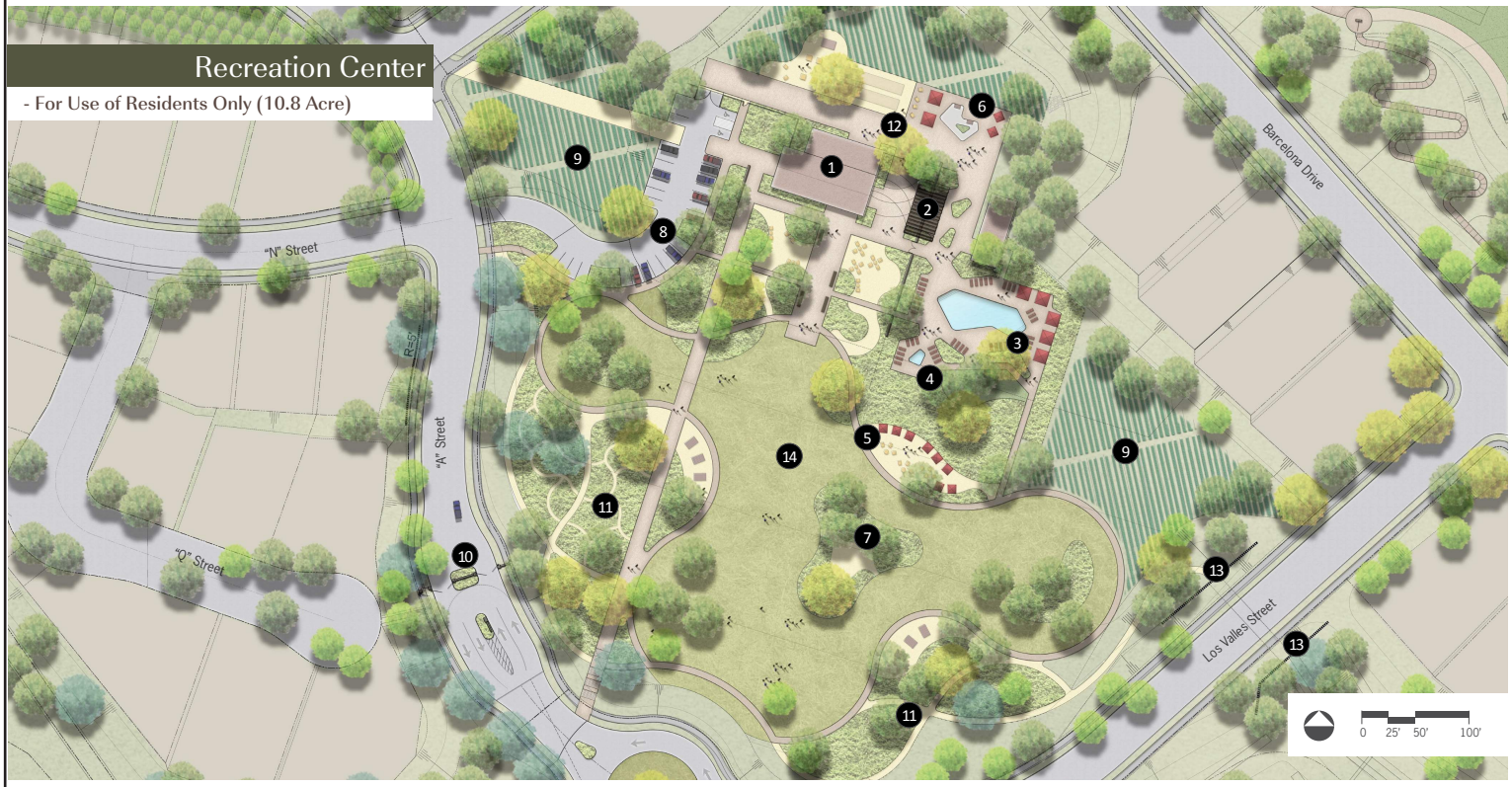


SOURCE: Schweitzer + Associates, June 2016

FIGURE **FEIR-8**

Pocket Park 'F'

154.001•06/16



LEGEND

1. Private Recreation Center
2. Covered Pavilion
3. Pool
4. Spa
5. Camp Site
6. Outdoor Kitchen
7. Picnic Area
8. Parking Lot (30 Spaces)
9. Community Vineyard
10. Gated Entry
11. Trail Walk
12. Bocce Courts (2)
13. Pedestrain Underpass
14. Meadow

SOURCE: Schweitzer + Associates, June 2016

FIGURE **FEIR-9**

Community Recreation Center

154.001•06/16

5.2 Air Quality

Page 5.2-22 of the Draft EIR is updated to incorporate the following Project Design Features which are contained within [Reg 403(e)] as recommended by the SCAQMD.

Rule 403(e)

Additional Requirements for Large Operations:

(1) Any person who conducts or authorizes the conducting of a large operation subject to this Rule shall implemented the applicable actions specified in Table 2 of this Rule at all times and shall implement the applicable actions specified in Table 3 of this Rule when the applicable performance standards cannot be met through the use of Table 2 actions; and shall

(A) Submit a fully executed Large Operation Notification (Form 403 N) to the Executive Officer within 7 days of qualifying for a large operation;

(B) Include, as part of the notification, the names(s), address(es), and phone numbers(s) of the person(s) responsible for the submittal, and a description of the operation(s), including a map depicting the location of the site;

(C) Maintain daily records to document the specific dust control actions taken, maintain such records for a period of not less than three years; and make such records available to the Executive Officer upon request;

(D) Install and maintain project signage with project contact signage that meets the minimum standards of the Rule 403 Implementation Handbook, prior to initiation any earthmoving activities;

(E) Identify a dust control supervisor that

(i) Is employed by or contracted with the property owner or developer;

(ii) Is on the site or available on-site within 30 minutes during working hours;

(iii) Has the authority to expeditiously employ sufficient dust mitigation measures to ensure compliance with all Rule requirements;

(iv) Has completed the AQMD Fugitive Dust Control Class and has been issued a valid

Certificate of Completion for the class; and

(F) Notify the Executive Officer in writing within 30 days after the site no longer qualifies as a large operation as defined by paragraph (c)(18).

(2) Any Large Operation Notification submitted to the Executive Officer sor AQMD approved dust control plan shall be valid for a period of one year from the date of written acceptance by the Executive Officer. Any Large Operation Notification accepted pursuant to paragraph (e)(1), excluding those submitted by aggregate-related plants and cement manufacturing facilities must be resubmitted annually by the person who conducts or authorizes the conduction of large operations, at least 30 days prior to the expiration date. If all fugitive dust sources and corresponding control measures or special circumstances remain identical to those identified in the previously accepted submittal or in an AQMD- approved dust control plan, the resubmittal may be a simple statement of no-change (Form 403NC).

Additional Project Design Features incorporated into the Project, as requested by SCAQMD, include:

- Require the use of 2010 and newer diesel haul truck (e.g., material delivery trucks and import/export) and if the Lead Agency determined 2010 model year or newer diesel trucks cannot be obtained the Lead Agency shall use trucks that meet EPA 2007 model year NOx emissions requirements.
- A copy of each unit's certified tier specifications BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.
- On-site equipment should be alternatively fueled.
- Require the use of electricity from power poles rather than temporary diesel or gasoline power generators.
- Provide minimum buffer zone of 300 meters (approximately 1,000 feet) between truck traffic and sensitive receptors.
- Provide food options, fueling, truck repair and or convenience stores on-site to minimize the need for trucks to traverse through residential neighborhoods.
- Encourage construction contractors to apply for SCAQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for SCAQMD "SOON" funds. The

"SOON" program provides funds to accelerate cleanup of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at the following website: http://www.aqmd.gov/tao/Implementation/SOONProgram.htm

5.3 Biological Resources

Introduction to the Biological Resources section (page 5.3-1 of the Draft EIR) is revised as follows:

This analysis is based on biological surveys conducted on the Project Site between 1998 and 2014 that were performed for both the Project and the Prior Entitlements. **Appendix 5.3-1** contains assessments for the Prior Entitlements, which are included in this Draft EIR to show the condition of the Project Site prior to commencement of construction activities in 2006. Biological surveys conducted for this Project include rare plant surveys, vegetation inventory, and plant community mapping by Dr. Edith Read in spring and summer 2013 (**Appendix 5.3-2**), a Jurisdictional Delineation by Dr. Read in November and December 2013 (**Appendix 5.3-3**), and an oak tree survey by Land Design Consultants, Inc. (**Appendix 5.3-4)**. Site photos are provided in Appendix 5.3-5. Additional rare plant surveys following California Department of Fish and Wildlife (CDFW) survey guidelines were conducted by Ms. Jackie Worden of Impact Sciences on April 28 and June 9, 2016. (**Appendix 5.3-6**).

Page 5.3-23-24 of the Draft EIR is revised as follows to discuss the results of the 2016 surveys:

Additional rare plant surveys following CDFW botanical survey protocol guidelines (CDFW's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (Survey Protocols) (see website http://www.dfg.ca.gov/biogeodata/vegcamp/natural communities.asp)) were conducted by qualified biologists in April and June, 2016. These surveys were conducted to address CDFW's stated concern that special status plants may have been missed within the Project footprint as the most recent surveys were more than two years old and were conducted in 2013 during drought conditions, which would not optimize the detection of many plant species. No rare plant species were detected during any of the 2016 surveys.

The two 2016 surveys on the Project Site were designed to identify special status plants with moderate or greater potential to occur in the vicinity, comprising the list of special status plants listed in the CDFW comment letter. Based on the seasonal timing, the April 2016 surveys were particularly focused on the following species:

Braunton's milk-vetch (*Astragalus brauntonii*)
Round-leaved filaree (*California macrophylla*)

Slender mariposa lily (*Calochortus clavatus* var. *gracilis*)
San Fernando Valley Spineflower (*Chorizanthe parryi* var. *fernandina*)
San Gabriel bedstraw (*Galium grande*)
Lyon's Pentachaeta (*Pentachaeta lyonii*)
Chaparral ragwort (*Senecio aphanactis*)

No special status plant species were discovered during the April 2016 focused rare plant surveys.

The June 2016 survey included all of the above species as well as the following additional later blooming species:

Southern tarplant (*Centromadia parryi ssp. australis*)
Davidson's bush-mallow (*Malacothamnus davidsonii*)

No special status plant species were discovered during the June 2016 focused rare plant surveys.

As such, based on the combined results of all of the focused rare plant surveys, it is concluded there are no rare plant species present on the Project Site.

Additionally, a general survey was conducted on March 5, 2014 for western spadefoot toad and fairy shrimp. As shown in **Table 5.3-2** in **Section 5.3, Biological Resources** (Draft EIR page 5.3-15) visual inspection was conducted within all pools of standing water on site for swimming fairy shrimp and did not reveal the presence of any fairy shrimp. After discussion with United States Fish and Wildlife Service (USFWS) and County biologists in September 2015, USFWS protocol surveys for fairy shrimp were determined not be required at the Project Site. There are no specific required USFWS or California Department of Fish and Wildlife (CDFW) survey methods for spadefoot toads. Therefore, surveys consisted of visually inspecting rain pools for egg masses, tadpoles, and adults.

This EIR analyzes the effect of the Project on the baseline conditions as observed in 2013 and 2014, as well as results of focused rare plant surveys in 2016. These baseline conditions are the result of previously permitted activity conducted under the Prior Entitlements that was not mitigated by the prior owner of the Project Site. Such mitigation is also the responsibility of the Applicant and is included in the mitigation described in this Section.

Page 5.3-11 of the Draft EIR, the second and third paragraphs on the page are revised as follows:

Based on a query of California Natural Diversity Database (CNDDB) and the CNPS Inventory and general knowledge of the Project region, 22 special-status plant and 38 special-status animal species are reported within the Project region, as defined by the USGS quadrangle containing the Project Site and the surrounding ~~five~~ nine quadrangles. A summary of these species' potential to utilize the Project Site is provided in **Table 5.3-1, Special-Status Plant Species Recorded from the Project Vicinity** and **Table 5.3-**

2, Special-Status Wildlife Species Recorded from the Project Vicinity.

No plant species listed in **Table 5.3-1** were observed on-site during the 1997–1998, 2013, or 2016 focused rare plant surveys. ~~Likewise,~~ With the exception of western spadefoot toad, no special-status wildlife species listed in **Table 5.3-2** have been observed on-site. Focused surveys for fairy shrimp were initiated in summer 2015. Following the initial survey, it was determined by the permitted biologist and USFWS that the basins on the Project Site were not suitable to support fairy shrimp as they are required to be drained within 96 hours of a storm, pursuant to SWPPPs regulations. Similarly, surveys for other listed wildlife species requiring USFWS protocol methodology were not completed as it was determined there was not enough suitable habitat present on-site to sustain a viable population of any of the federal- or state-listed wildlife species known to occur in the area.

Page 5.3-58 of the Draft EIR (and in the Draft EIR Executive Summary at page 2.0-17), **Mitigation Measure 5.3-1** is revised as follows:

MM 5.3-1 Prior to issuance of a grading permit, the Applicant shall provide a detailed western spadefoot habitat enhancement plan. The plan shall include breeding habitat as well as suitable upland refugia. The location for the enhanced habitat shall be selected in consultation with CDFW and a qualified biologist familiar with western spadefoot habitat requirements. The plan shall be reviewed and approve in writing by CDFW and made a condition of Project approval by the Los Angeles County Department of Regional Planning. In addition to being as far from existing and proposed development as feasible, the enhanced habitat shall be located in an area where open scrub and/or native woodland can survive naturally (i.e., without long-term irrigation). Plans are currently being designed that would place the breeding pool and associated upland habitat near the southeastern portion of the proposed riparian habitat restoration of un-named Tributary #1. At a minimum, the plan shall include the following elements and be prepared in consultation with, and ultimately approved by CDFW:

- One or more seasonal breeding pools that are specifically designed to hold water long enough for a complete breeding cycle of western spadefoot, but not long enough to allow infiltration of predators (e.g., bullfrogs, African clawed frogs, fish, etc.). Based on designed approved for other EIRs within the Santa Clarita Valley, the pool would be between 50 and 60 feet in length and 30 to 40 feet in width, and a depth of between 3 and 4 feet.

- Analysis of surrounding soils. If necessary, clean sand may be introduced to increase the suitability of upland burrowing habitat for adult toads.

- Upland portions of the habitat enhancement area shall include a detailed plant

palette and planting plan conducive to western spadefoot requirements.

- A five-year monitoring plan that includes monitoring methods, annual success criteria, contingency actions should success criteria not be met, and reporting requirements.

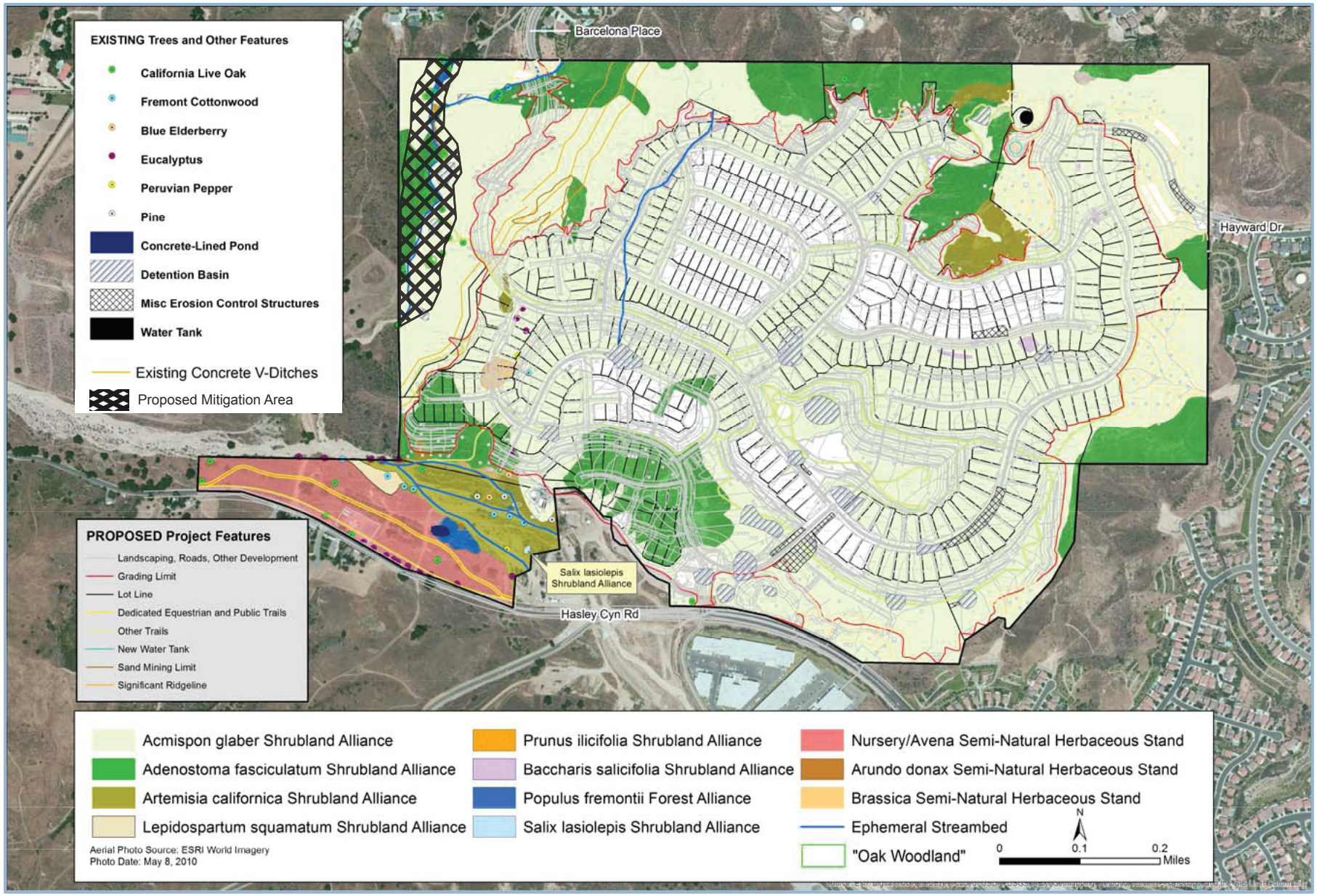
- The spadefoot mitigation habitat and areas of preserved natural open space comprising uplands and pools for spadefoot shall be managed and maintained in perpetuity under a conservation easement in favor of a local land conservancy or other land management entity approved by CDFW and the Los Angeles County Department of Regional Planning, to assure function for its intended purpose and an endowment shall be established to maintain the spadefoot mitigation habitat in perpetuity.

Page 5.3-61 (and in the Draft EIR Executive Summary at page 2.0-20), **Mitigation Measure 5.3-5** is updated as follows:

MM 5.3-5 To minimize impacts to "Waters of the State," a Streambed Alteration Agreement shall be executed with the CDFW pursuant to Section 1603 of the California Fish and Game Code prior to jurisdictional feature disturbance. In addition, to minimize impacts to "Waters of the US" an USACE Section 404 permit shall be obtained, pursuant to the federal Clean Water Act. Mitigation measures identified through these two permitting processes as a result of coordination with each agency will reduce impacts to jurisdictional drainage features to a less than significant level. Pursuant to Section 401 of the federal Clean Water Act, the Regional Water Quality Control Board will also be notified and a permit will be obtained if applicable.

Mitigation in the form of restoring and expanding un-named Tributary #1 is being prepared to be a part of the Streambed Alteration Agreement and 404 permits. Since the affected un-named Tributary #2 currently does not support any riparian vegetation and is little more than an erosional ditch, a similar condition is not necessarily desired as natural conversion to a riparian habitat could take many years, if at all. Likewise, the previously impacted jurisdictional features were not described as supporting high quality habitats. As such, the proposed option for mitigation is restoring and expanding the western drainage (un-named Tributary #1) to a condition that would reduce the degree of erosion that occurs now. This includes terracing and re-contouring the near vertical existing banks and restoring native riparian vegetation including mainland holly-leaf cherry and California live oaks. The restoration plan ~~includes~~ will ultimately include engineered hydrological design to reduce erosion from offside drainage from the north. **Figure ~~F~~5.3-4** illustrates the area in which the grading and restoration work is proposed

to take place and the current proposed conceptual design for the western drainage. The actual grading plans are subject to change in order to achieve regulatory and hydrological requirements but will remain within the grading limits shown unless otherwise approved by the County. ~~illustrates the current proposed design for the western drainage.~~ The overall mitigation restoration plan shall include a planting plan/palette for the terraced and re-contoured banks. Additionally, the plan will include a five-year monitoring plan including monitoring methods, success criteria, and contingency actions should any of the success criteria not be met. It is the intention of the restoration project to convert the disturbed and poorly functioning jurisdictional habitat that currently exists within this drainage to at least 4.50 total acres of high quality jurisdictional riparian habitat as well as additional transitional upland habitat. The transitional habitat would serve as a buffer between the riparian habitat and any development. This restoration plan is intended to mitigate qualitatively for the total 3.15 acres of impacts resulting from both the currently proposed project (1.95 acres), and the previously approved impacts (1.2 acres) that were not mitigated as part of the incomplete construction of the prior project. The final mitigation ratio will be determined through consultation and agreement with the appropriate federal and state regulatory agency or agencies (CDFW, USACOE, RWQCB); and the final design shall meet all design and hydrological requirements of the relevant agencies as well as the Los Angeles County Public Works Department. It is the intent to mitigate to the extent required entirely on the un-named Tributary #1. If the County's hydrological requirements cannot be met, or greater mitigation is required, then at the election of the Applicant, the on-site mitigation may be supplemented by off-site mitigation or through purchase of Mitigation Bank credits as accepted by CDFW and the County.



SOURCE: E Read and Associates, Inc., February 2014

FIGURE **F5.3-4**

Vegetation Community and Jurisdictional Resource Impacts

1154.001•07/16

5.5 Energy

Pages 5.5-8 under the heading Project Design Features, through 5.5-17 are revised to provide an updated list of Project Design Features. Where Project Design Features are listed in the DEIR, this list supersedes those measures.

Planning & Design

- Nearby freeway access and adjacency to services and jobs helps to avoid vehicle trips (VT) and vehicle miles traveled (VMT).
- The Project will maintain approximately ~~123.25~~ 119.56 acres as natural open space.
- 4.5 miles of trails will be constructed throughout the Project with approximately 3,000 linear feet of public multi-purpose trails to provide a complete system and access to the local and regional trail system. Enhanced trailheads provide gathering points and connectivity to the local regional trail system. Trail standards will be in accordance with CDS and other applicable requirements.[16]
- Contour grading, curvilinear street design, terraced drains, terraced slopes, and related project design features have been incorporated as project best management practices.[17]
- To minimize Project site grading, existing pads will be used to the extent feasible. The Project Site plan emphasizes the protection of open space and undisturbed connections to these adjoining areas by retaining in a natural condition approximately ~~123.25~~ 119.56 acres of land primarily located adjacent to existing offsite open space areas located to the north and northeast, contiguous to existing undeveloped ridgelines, and along the westerly ridgeline and areas further to the west on the Project Site in areas contiguous with undeveloped land to the west.[18] The Barcelona Road extension would cross the secondary portion of the westerly ridgeline, but would not cross the primary portion of the ridgeline. A variance is being requested to authorize construction in portions of the easterly ridgeline that have already been substantially graded and in the remaining, disconnected portions of the secondary ridgeline.
- The entry to the Project Site is within a quarter mile of a bus stop, and extension of pedestrian, biking and multi-purpose trails provide additional alternatives to auto travel, and reduce VMTs

16 Trails, Castaic Area Community Standards District (CSD).

17 Hillsides, Castaic Area Community Standards District (CSD).

18 Significant Ridgeline Protection, Castaic Area Community Standards District (CSD).

(vehicle miles traveled) and VT's (vehicle trips).

- Project streets are designed to be safe and integrate a network of roadways and connector trails for a walkable community. Sidewalks, on-street parking, tree canopies, curbs, and gutters, narrower intersections with smaller radii are some of the Project's healthy walkable street features. A public park and seven secondary parks provide opportunities for outdoor activity. Vineyards and orchards can be accessed by foot.

- Approximately 8.4 acres of vineyards and other productive agricultural uses will be provided onsite. Incorporation of innovative agricultural practices that conserve resources and promote sustainability, such as drip irrigation, hydroponics, and composting will be explored.[19]

- Project construction plans shall indicate how the site grading or drainage system will manage all surface water flows to keep water from entering buildings. Examples include swales, water collection and disposal systems, french drains, water retention gardens, and other water measures to keep surface water away from building and aid in groundwater recharge.[20] (Refer also to **Section 5.9.1, Hydrology and Section 5.9.2, Water Quality**.)

- The Project will comply with the prerequisite topsoil protection requirements in CALGreen Section A4.106.2.3.

- The Project will comply with the most recent versions of state and local stormwater management and/or erosion control ordinances, and implement best management practices (BMPs) to prevent the loss of soil through wind or water erosion by implementing an effective combination of erosion and sediment control and good housekeeping BMPs.[21] (Refer also to **Section 5.9.1, Hydrology and Section 5.9.2, Water Quality**.)

- Mitigation and restoration of the western drainage, unnamed Tributary # 1, includes terracing and re-contouring the near vertical existing banks and restoring vegetation including mainland holly-leaf cherry and California live oaks which will be coordinated with both the United States Army Corps of Engineers (USACE) and the California Department of Fish and Wildlife (CDFW). Habitat restoration for western spadefoot toads (a California Species of Special Concern) will be selected in consultation with CDFW, but is anticipated to be located west of the westerly

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19 LA County General Plan Policy C/NR 9.2.

20 4.106.3 Grading and paving, CALGreen 2013.

21 5.106.1 Storm water pollution prevention, 5.106.1.2 Best management practices (BMP).

ridgeline, in close proximity to the restored western drainage. (Refer also to **Section 5.3, Biological Resources**.)

- Comply with the prerequisite permeable paving requirements in CALGreen Section A4.106.4.
- Buildings will be oriented to optimize solar access, passive and active design techniques and cross breezes through the buildings.[22]
    - Passive Solar techniques and other passive techniques are to be incorporated into the Clubhouse and Residential Units to help reduce the energy loads.[23] Care will be given in the landscape design to avoid shading roofs with a 110 – 270 degree roof orientation.
- Solar Photovoltaics (PV) systems are to be installed in the common areas and Clubhouse structure to help offset Project energy use.[24]
- Bicycle Parking. For five percent of visitor parking spaces, permanently anchored bicycle racks will be provided within 200 feet of the visitors' entrance of the Clubhouse.
- Electric Vehicle (EV) Charging
    - Clubhouse. The Project will install at least one electric vehicle charging station at the Clubhouse, and comply with CALGreen Sections 4.106.4.1, 4.106.4.2.2 through and 4.106.4.2.5, to facilitate future installation and use of EV chargers. Electrical vehicle supply equipment (EVSE) shall be installed in accordance with the California Electrical Code, Article 625.
    - Residential Dwelling Units. For each dwelling unit, the Project will install a listed raceway to accommodate a dedicated 208/240-volt branch circuit and comply with CALGreen Section 4.106.4.1 and Section 4.106.4.2.2. The raceway shall originate at the main service or subpanel and shall terminate into a listed cabinet, box, or other EV charger. The service panel and/or subpanel shall provide capacity to install a 40-ampere minimum dedicated branch circuit and space(s) reserved to permit installation of a branch circuit overcurrent protective device. Compliance will include the Prerequisite electric vehicle (EV) charging requirements in

22 LA County General Plan Policy LU 10.3.

23 LA County General Plan Policy LU10.1

24 LA County General Plan, Conservation and Natural Resources Element, Policy PS/F 6.7.

Section A4.106.8.

- The site plan has been designed to avoid specimen oak tree and protect all but one of them in their current locations.[25]

- Los Valles will comply with the County of Los Angeles Rural Outdoor Lighting Ordinance[26] and consider incorporating adaptive networked bi-level outdoor lighting to further support dark sky principles[27] and enhanced resource conservation. (Refer also to **Section 5.1, Aesthetics**).

- ~~Tree canopy cover, light colored paving, and roofing materials will be used to reduce heat island effect.~~

- Comply with cool roof requirements in CALGreen Section A4.106.5.1.

Energy Efficiency

- All residential dwellings shall be designed and constructed to be a minimum of 15 percent better than the 2013 Energy Code.[28]

  - ~~2013 CALGreen Tier 1. All new residential dwelling units shall comply with the energy efficiency requirements in Section A4.203.1.1 and Section A4.203.2.1.[29]~~

  - Solar Ready Roofs. A minimum of 250 square feet of non-shaded roof will be reserved on each home for a solar zone within a 110 – 270 degree orientation.

- The Clubhouse will be designed and constructed to meet zero net electric[30] by incorporating passive solar techniques, high efficiency technologies, ENERGY STAR appliances, solid state LED adaptive lighting; coupled with solar PV to offset electrical loads.

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25 Castaic Area Town Council supports the removal of one oak tree and the issuance of an Oak Tree Permit, approval letter, dated January 6, 2015.

26 Los Angeles County Rural Outdoor Lighting District Ordinance (Title 22 [Planning and Zoning], Division 1 [Planning and Zoning], Chapter 22.44 [Supplemental Districts], Part 9 [Rural Outdoor Lighting District]), as amended and adopted on November 13, 2012 by the Los Angeles County Board of Supervisors under Ordinance 2012-0047.

27 International Dark Sky Association, www.darksky.org.

28 California Building Standards Code, Title 24, Part 6.

29 2013 CALGreen Residential Tier 1 Prerequisite.

30 Zero net energy (ZNE) electric means the building will be designed and constructed to generate as much energy from renewable sources, such as solar photovoltaic (PV) panels as it uses over 12 months.

- ~~CALGreen Energy Efficiency Tier 2. Comply with CALGreen Tier 2 for the Clubhouse which equates to 70 percent of the energy budget of 2013 Title 24 Part 6 (a.k.a. 30% better than 2013 Energy Code).~~

- Solar Ready Roofs. A sufficient solar zone area will be designed as part of the Clubhouse building and shade structures to maximize solar generation, while at the same time, maintaining aesthetic appeal with orientation between 110 – 270 degrees.

- ~~2013 CALGreen Tier 1. All residential constructed low-rise buildings will comply with the energy efficiency requirements in Section A4.203.1.1 and A4.203.1.2.1.~~

Water Efficiency & Conservation

- Outdoor Water Use. The project will comply with the state Model Water Efficient Landscape Ordinance[31], and CALGreen 4.304.1 Outdoor potable water use in landscape areas. The Project will go beyond the conservation and efficient use of water by utilizing a watershed approach.

  - Water Budget. A water budget shall be developed for landscape irrigation.[32]

  - Water Efficient Landscape Irrigation

    - Irrigation Efficiency. Automatic irrigation systems controllers installed at time of final inspection shall be weather or soil moisture-based.[33].

    - Landscape Irrigation Design. Provide water efficient landscape irrigation design that reduces the use of potable water; does not exceed 55 percent of ETo[34] times the landscape area.[35]

  - Drought Tolerant Landscaping. The landscape pallet shall be consistent with the County's Drought Tolerant Landscaping Ordinance (see the County's Drought Tolerant Landscaping Ordinance Sections 4.4 Landscaping, 4.4.1 Landscape Plan and 4.4.2 Fuel Modification Plan

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31 California Code of Regulations Title 23, Waters Division 2. Department of Water Resources Chapter 2.7, Model Water Efficient Landscape Ordinance.

32 2013 CALGreen Residential Tier 1 Prerequisite, A4.304.3.

33 Emergency Regulations Effective June 1, 2015, HCD. (Supersedes 2013 CALGreen Residential Mandatory Requirement, 4.304.1.)

34 Evapotranspiration (ETo) is the process by which water is transferred from the land to the atmosphere by evaporation from the soil and other surfaces and by transpiration from plants.

35 2013 CALGreen Residential Tier 1 Prerequisite, A4.304.4.

for details).

- Fuel Modification Plan. A Fuel Modification plan will be developed that is consistent with the County's required landscape pallet and water efficient irrigation.
- 2013 CALGreen Tier 1. Comply with the landscape irrigation water budget requirements in Section A4.304.3.

- 2013 CALGreen Tier 1. Comply with the Tier 1 potable water use reduction for landscape irrigation design in Section A4.304.4.
- Indoor Water Use
  - Plumbing Fixtures. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) installed shall comply with the prescriptive requirements in Sections 4.303.1 through 4.303.2.[36]
  - Plumbing Fixture Installations. Plumbing fixtures and fittings required in Section 4.303.1 shall be installed in accordance with the California Plumbing Code, and shall meet the applicable reference standards.
  - 2013 CALGreen Tier 1. Comply with at least two elective measures selected from Division A4.3.

Material Conservation & Resource Efficiency

- Enhanced Durability and Reduced Maintenance. Comply with mandatory requirements including rodent proofing.[37]
- Construction Waste Management. Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, A4.408.1.
- Cement Reduction. Comply with the 20-percent cement reduction requirements in Section A4.403.2
- Recycled Content. Comply with the 10-percent recycled content requirements in Section

36 2013 CALGreen Residential Mandatory Requirement, 4.303.1.

37 2013 CALGreen Residential Mandatory Requirement 4.406.1

A4.405.3.1

- 2013 CALGreen Tier 1. Comply with at least two elective measures selected from Division 4.4.
- Building Maintenance & Operation. At the time of final inspection, prepare an Operations & Maintenance Manual in which meets the requirements in CALGreen Section 4.410.1

Environmental Quality

- Pollutant Control
  - Duct Openings. Duct openings and other related air distribution component openings shall be covered during construction.[38]
  - Adhesives Sealants & Caulks. Adhesives, sealants, and caulks shall be compliant with local or regional air pollution control or air quality management district rules where applicable or South Coast Air Quality Management District (SCAQMD) Rule 1168 VOC limits, as shown in Table 4.504.1 or 4.504.2 as applicable.[39]
  - Paints & Coatings. Architectural paints and coatings shall comply with VOC limits in Table 1 of the ARB Architectural Suggested Control Measure as shown in Table 4.504.3, unless more stringent local limits apply.[40]
  - Aerosol Paints & Coatings. Aerosol paints and coatings shall meet the Product-weighted MIR Limits for ROC in Section 94522(a)(3) and other requirements, including prohibitions on use of certain toxic compounds and ozone depleting substances, in Section 94522(c)(2) and (d)(2) of California Code of Regulations, Title 17, commencing with Section 94520.[41]
  - Verification. Documentation shall be provided to verify that compliant VOC limit finish materials have been used.[42]
  - Resilient Flooring. 80 percent of floor area receiving resilient flooring shall comply with

38 2013 CALGreen Residential Mandatory Requirement 4.504.1
39 2013 CALGreen Residential Mandatory Requirement 4.504.2.1
40 2013 CALGreen Residential Mandatory Requirement 4.504.2.2
41 2013 CALGreen Residential Mandatory Requirement 4.504.2.3
42 2013 CALGreen Residential Mandatory Requirement 4.504.2.4

specified VOC criteria.[43]

- Composite Wood Products. Hardwood plywood, particleboard and medium density fiberboard composite wood products used in the interior or exterior of the building shall meet the requirements for formaldehyde as specified in ARB's Air Toxics Control Measure for Composite Wood (17 CCR 93120 et. Seq.) as shown in Table 4.504.5.

- Resilient Flooring. Comply with the 90-percent resilient flooring systems requirements in Section A4.504.2

- Thermal Insulation. Comply with the thermal insulation requirements for Tier 1 in Section A4.504.3.

- 2013 CALGreen Tier 1. Comply with at least one elective measures selected from Division 4.5.

  - Interior Moisture Control

  - Concrete Slab Foundations – Capillary Break. Vapor retarder and capillary break shall be installed at slab-on-grade if applicable.[44]

  - Moisture Content of Building Materials. Moisture content of building materials used in wall and floor framing is checked before enclosure.[45]

- Duct Systems. Duct systems shall be sized, designed and equipment selected using the following methods[46]:

  - Establish heat loss and heat gain values according to ANSI/ACCA 2 Manual J-2004 or equivalent.

  - Size duct systems according to ANSI/ACCA 1 Manual D-2009 or equivalent.

  - Select heating and cooling equipment according to ANSI/ACCA 3 Manual S-2004 or equivalent.

Note: The Residential Occupancies Application checklist contained in Section A4.602 may be used

43 2013 CALGreen Residential Mandatory Requirement 4.504.4
44 2013 CALGreen Residential Mandatory Requirement 4.505.2
45 2013 CALGreen Residential Mandatory Requirement 4.505.3
46 2013 CALGreen Residential Mandatory Requirement 4.507.2

to show which elective measures are selected for compliance.

Innovation

- The Applicant, in conjunction with the formation of a Homeowners Association (HOA), will develop Solar Energy CC&Rs to protect solar access throughout the community in perpetuity.

- ~~Each builder shall be required to build and demonstrate at least one model at each model complex, a Zero Net Energy (ZNE TDV[47]) option to potential homebuyers. This is to be consistent with 2013 Title 24, Part 6, Tier 2; 30 percent better than the 2013 energy code and install enough solar photovoltaic (PV) panels to offset 100 percent of the energy load over 12 months. [Note: This ZNE TDV Tier is expected to be part of the 2016 CALGreen Residential Voluntary Measures; Division A4.2 Energy Efficiency.]~~

- Each builder shall be required to demonstrate recycling stations in every model.

- Each builder will be required to have Electric Vehicle Chargers installed and functional in at least one of the models within each of the model complexes, and offer this as an option for every potential homebuyer.

- LED Street Lighting. The Project will utilize solid-state LED high efficacy street lighting throughout the Project's private streets, as approved by the County, for significant energy savings, maintenance and operations enhancements.

- Los Valles Community Recycling Program. The Applicant, in conjunction with the HOA, will develop a community-wide recycling program and design readily available recycling area(s) within the community clubhouse identified for the depositing, storage and collection of non-hazardous materials for recycling to include a minimum of paper, corrugated cardboard, glass, plastics, and metals or meet a lawfully enacted local recycling ordinance if more restrictive. Onsite landscaping clippings will be utilized as mulch within the community common area landscaping and agricultural vineyards and orchards as appropriate and to design recycling stations within into all residential units to include a minimum of paper, corrugated cardboard, glass, plastics, and metals or meet a lawfully enacted County recycling ordinance if more restrictive.

- Community Outdoor Kitchen. A simple outdoor kitchen will be provided for the Los Valles

47 Zero Net Energy – Time Dependent Valuation.

community with places designed for community gatherings. Some possible uses for the outdoor kitchen could be cooking demonstrations, jam making, canning preserves, and winemaking.

- Homeowner Sustainability Stewardship Program. The Applicant, in conjunction with the HOA, will develop a Homeowner Sustainability Stewardship Educational Program (Educational Program) which will be made available to all new homebuyers to help educate and build Los Valles Land Stewards for the long-term. This Educational Program can be in the form of electric media rather than printed materials to minimize resource waste.

- Outdoor potable water use in landscape areas. The Project will go beyond the conservation and efficient use of water by utilizing a watershed approach and recognizing the underlying groundwater aquifers in the Project design.

5.7 Greenhouse Gas Emissions

The following text is added to page 5.7-20 of the Draft EIR under the "Methodology" heading

If the planned channel improvements are not completed, two retention basins would be constructed as Interim Controls. Once the planned channel improvements are completed, the retention basins will be removed and the Project will be completed. For purposes of the analysis of GHG emissions impacts, full buildout of the Project, following construction and then removal of the Interim Controls, was analyzed in the Draft EIR for potential GHG emission impacts, as full buildout includes the greatest amount of construction activity and greatest number of homes resulting in greater GHG emissions than the interim controls.

5.13 Recreation

The following text on page 5.13-7 of the Draft EIR under the "Castaic Lake State Recreation Area" heading is revised as follows based on the comments included in the County of Los Angeles Department of Parks and Recreation letters dated June 8, 2015 and March 17, 2016:

Castaic Lake State Recreation Area is located at the northeast end of the Santa Clarita Valley and operated by the County Department of Parks and Recreation. ~~County Department of Regional Planning~~

The following text on page 5.13-10 of the Draft EIR under the "Trails" heading is revised as follows based on the County of Los Angeles Department of Parks and Recreation letters dated June 8, 2015 and March 17, 2016:

The following is a discussion of the elements of this system that are located in the general vicinity of the Project Site; trails that are developed and in use are discussed in terms of location, trail length, and other characteristics, while trails that are planned but not developed are discussed in terms of general location or alignment, approximate length, ~~anticipated difficulty,~~ and proposed trail-related amenities.

Table 5.13-3, Existing and Proposed County Trails on page 5.13-11 of the Draft EIR is revised as follows:

Table 5.13-3
Existing and Proposed County Trails

Trail Name	Length (miles)	Condition
Los Pinetos Trail	7	Developed
Pico Canyon Trail	9	Partially Built
Acton Community Trail	17	Proposed
William S. Hart Park County Internal Park Trails: Museum Trail, Friday Trail, Fritz Road Trail, Bison Road Trail, Nellie Road Trail, and Lisbeth Road Trail.	2.5	Developed
Castaic Creek Trail	5	Proposed
Mint Canyon Trail	4.4	Proposed
~~Gavin Canyon Trail~~ East and Rice Canyon Trails*	5	Developed
Hasley Canyon Trail	4	Partially Built
Santa Clara River Trail	65	Partially Built

Source:
Los Angeles County Parks and Recreation, Olga A. Ruano, Park Planning Assistant, October 7, 2013.
Notes:
** Operated by the Santa Monica Mountains Conservancy/Mountains Recreation and Conservation Authority.*

The following text on page 5.13-12 of the Draft EIR is revised as follows based on the comments included in the County of Los Angeles Department of Parks and Recreation letters dated June 8, 2015 and March 17, 2016:

~~Gavin~~ East and Rice Canyon Trails

~~This~~ These approximately 5-mile-long trails are part of the County Regional Trail system and operated by the Santa Monica Mountains Conservancy/Mountains Recreation and Conservation Authority. They ~~trail~~ link~~s~~ Pico Canyon to the proposed Rim of the Valley ~~Corridor~~ Trail.

5.14 Transportation/Traffic

The following additional intersection analysis requested by Caltrans (See 2.0 Response to Comments) is added to Section 5.14 Transportation/Traffic following Table 5.14-10 Cumulative Study Intersection Levels of Service.

The Caltrans Guide suggests the use of HCM for analysis of study intersections on State facilities. HCM was used to evaluate Intersection Nos. 7 and 8. Further, HCM was utilized to evaluate vehicle queueing of the I-5 southbound off-ramp at The Old Road intersection (Intersection No. 6) under cumulative conditions (these calculations are contained in Appendix B of the Traffic Impact Study). While not required, additional HCM calculations were prepared for the Existing and Existing + Project scenarios at Intersection No. 6 during the AM and PM peak hours. These calculations, in addition to the previously prepared cumulative scenario calculations provided in the Traffic Impact Study, are provided in the FEIR in **Table 5.15-11, HCM Intersection Impact Analysis AM and PM Peak Hours Proposed Project**. As shown in Table 5.15-11, Intersection No. 6 is calculated under the HCM methodology to operate at LOS C throughout all scenarios in the AM peak hour, and at LOS B throughout all scenarios in the PM peak hour. These service levels are considered to be acceptable under the Caltrans Guide. It should also be noted that although there are different volumes for Alternative 4 compared to the proposed Project, the HCM analysis produced identical results.

Intersection Nos. 7 and 8 are forecast to operate at LOS A and B in the cumulative scenario, which is considered to be acceptable under the Caltrans Guide.

Table 5.15-11 HCM Intersection Impact Analysis /a/ AM and PM Peak Hours Proposed Project

Intersection	Peak Hour	Existing		Existing + Project		Future Cumulative	
		Delay/b/	LOS/c/	Delay/b/	LOS/c/	Delay/b/	LOS/c/
No. 6: I-5 Freeway SB Off-Ramp – Sedona Way/The Old Road	AM	22.7	C	23.1	C	23.2	C
	PM	16.6	B	16.8	B	16.8	B

Source: Linscott, Law & Greenspan, engineers, 2016
/a/ Analysis based on the Highway Capacity Manual, 2000, operational analysis methodologies
/b/ Approach delay reported in seconds per vehicle
/c/ Intersection Levels of Service were based on the following criteria:

Signalized Control Delay (s/veh)	*LOS*	*Unsignalized Control Delay (s/veh)*
<= 10	*A*	*<= 10*
> 10-20	*B*	*> 10-15*
> 20-35	*C*	*> 15-25*
> 35-55	*D*	*> 25-35*
> 55-80	*E*	*> 35-50*
> 80	*F*	*> 50*

5.15.1 Water Supply

On page 5.15.1-8 the 2,800 gpm Saugus well is mistakenly referred to as a 2,000 gpm well. On page 5.15.1-9 the text mistakenly refers to "wells" rather than a "well".

The text on page 5.15.1-39 of the Draft EIR is revised to include the paragraphs below. These paragraphs provide update the Draft EIR to reference the 2015 UWMP prepared by CLWA.

As described in the Introduction to this section, the WSA for the Project prepared by Stetson Engineers, completed in May 2015, was based on the 2010 UWMP for the Santa Clarita Valley. The 2015 UWMP for the Santa Clarita Valley was adopted by CLWA in June 2016. As noted throughout the 2015 UWMP, LACWWD 36 is not required to prepare an urban water management plan and participated in preparation of the 2015 UWMP as a voluntary cooperating agency and therefore the timing of the process for the UWMP is not relevant to LACWWD 36 analysis. Further, there is no requirement that the WSA be based upon an urban water management plan. Nonetheless, the 2015 UWMP further reinforces the findings of the WSA. Key information relative to the WSA from the 2015 UWMP is discussed below and supplements the WSA.

As indicated below, the information presented in the 2015 UWMP does not change the conclusions in the WSA with respect to availability of water to meet the water demands of the Project and other uses within LACWWD 36 over a twenty year period. Importantly, the 2015 UWMP includes the water demand of the Project, and demonstrates that sufficient water will be available to meet this demand. Further, (1) the future water supply available to LACWWD 36 as presented in the WSA is less than the future available water supply shown in the 2015 UWMP, (2) water supply sources for LACWWD 36 remain the same in the 2015 UWMP and remain reliable sources of water and, (3) the future water supply presented in the WSA is still adequate to meet the increased water demands shown in the 2015 UWMP, which include the future Project's water demands. Therefore, the conclusion of the WSA that "based on the demonstrated reliability of its water supply sources, and taking into account existing and planned future water uses (including relevant agricultural and manufacturing uses), LACWWD 36 has sufficient, reliable, and

sustainable water supplies to meet existing water demands and future growth, including the Project, during normal, single dry and multiple dry years, for twenty years"[48] remains valid under the assumptions in the 2015 UWMP.

The evaluation and conclusions regarding the water supply available to the Project and the Santa Clarita Valley presented in the WSA are generally consistent with information presented in the 2015 UWMP. The most significant finding relative to the WSA resulting from a review of the 2015 UWMP is that LACWWD 36 will have greater future water surpluses than the evaluation based on the 2010 UWMP indicated.

The water demands in the 2015 UWMP are greater than the demands presented in the 2010 UWMP because the water demands in the 2010 UWMP only included a portion of the Project demands, based on the planned development at the Project Site at the time the 2010 UWMP was prepared, while the water demands in the 2015 UWMP include the full Project water demands plus some additional development in the LACWWD 36 service area by the year 2020. In addition, the 2015 UWMP conservatively assumes lower water conservation savings in the future than the water conservation savings assumed in the 2010 UWMP.

As shown in **Table 5.13.1-14** below, the 2015 UWMP indicates the total estimated future water demands in the Santa Clarita Valley will be less than the total future water demands presented in the 2010 UWMP, and the total available future water supplies will generally be less than presented in the 2010 UWMP. Moreover, the future water demands decrease more than the future water supplies decrease in the 2015 UMWP; therefore, the total future water supply surpluses in the Santa Clarita Valley presented in the 2015 UWMP are greater than the total future surpluses presented in the 2010 UWMP.

Table 5.14.1-14 - Santa Clarita Valley
Normal Year Total Water Demands, Water Supplies, and Water Surpluses

2010 UWMP	2020	2025	2030	2035	2040	2045	2050
Water Demands	71,908	80,236	88,564	96,892	105,220	113,549	121,877
Water Supplies	110,157	113,357	117,707	121,207	125,707	130,207	134,907
Water Surplus	38,249	33,121	29,143	24,315	20,487	16,658	13,030

48 WSA p. 55

2015 UWMP	2020	2025	2030	2035	2040	2045	2050
Water Demands	68,900	74,600	80,800	86,100	88,500	90,900	93,900
Water Supplies	109,197	115,488	118,759	122,536	122,536	122,536	122,536
Water Surplus	40,297	40,888	37,959	36,436	34,036	31,636	28,636

As shown in **Table 5.15.1-15** below, the future water demands presented for LACWWD 36 in the 2015 UWMP are greater than the future water demands presented in the 2010 UWMP; however, the increase in available future water supplies to LACWWD 36 presented in the 2015 UWMP are greater than the increase in future water demands. The result is the future water supply surpluses for LACWWD 36 shown in the 2015 UWMP, including the future water demands from the Project, are greater than the future water supply surpluses shown in the 2010 UWMP and the WSA. This means that, as with the 2010 UWMP, the 2015 UWMP shows that the estimated future water supplies are adequate to meet all future water demands for the Santa Clarita Valley and for LACWWD 36, including the water demands for the Project.

Table 5.15.1-15 - Water Works District No. 36
Normal Year Water Demands, Water Supplies, and Water Surplus

2010 UWMP	2020	2025	2030	2035	2040	2045	2050
Water Demands	1,802	2,146	2,489	2,833	3,177	3,521	3,865
Water Supplies	2,868	3,217	3,539	3,763	4,026	4,266	4,469
Water Surpluses	1,066	1,071	1,050	930	849	745	604
2015 Draft UWMP	**2020**	**2025**	**2030**	**2035**	**2040**	**2045**	**2050**
Water Demands	2,300	2,700	3,100	3,500	3,900	4,300	4,700
Water Supplies	4,573	5,605	6,013	6,596	6,953	7,266	7,442
Water Demands	2,273	2,905	2,913	3,096	3,053	2,966	2,742

Although the future water supply available to LACWWD 36 as presented in the WSA is less than the future available water supply shown in the 2015 UWMP, the future water supply presented in the WSA is still adequate to meet the increased water demands shown in the 2015 UWMP, which include the future

Project's water demands. The future water supplies presented in the 2015 UWMP for LACWWD 36 include additional imported, stored, and banked water supplies of as much as 2,200 acre feet per year in normal years, 400 acre feet per year in single dry years and 1,200 acre feet per year in multiple dry years, as compared to the supplies shown for LACWWD 36 in the WSA. The 2015 UWMP also presents additional future groundwater supplies of as much as 400 acre feet per year in a single dry year and 300 acre feet per year in a multiple dry year, as compared to the groundwater supplies shown in the WSA for LACWWD 36. These additional water supplies are considered by CLWA and LACWWD 36 to be reliable sources of water, and are more than sufficient to meet the increased demand within LACWWD 36 as shown in the 2015 UWMP.

On the basis of the foregoing, the WSA and the 2015 UWMP are consistent and the conclusion in the WSA that LACWWD 36 has sufficient, reliable, and sustainable water supplies to meet existing water demands and future growth, including the Project, during normal, single dry and multiple dry years, for twenty years remains valid under the assumptions in the 2015 UWMP.

On page 5015.1-41 of the Draft EIR, **Table 5.15.1-14 Summary of Projected Water Demands** is renumbered to Table 5.15.1-16.

The text on page 5.15.1-40 of the Draft EIR, under **Threshold 5.15.1-3,** is revised as follows:

Threshold 5.15.1-3: **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**

Potential impacts to groundwater, including the depletion of groundwater supplies, were considered in the Project's Initial Study under Section 10, Hydrology and Water Quality, Threshold (b). The discussion concluded that impacts to groundwater would be further analyzed in the EIR. Based on direction from the Department of Regional Planning Staff, it was recommended that groundwater impacts (Threshold (b) in the Initial Study)) be analyzed in Section 5.15.1 Water Supply of the EIR. Water demands, including groundwater consumption, associated with the Project, were determined to be less than significant with implementation of Mitigation Measure MM 5.15.1-1 (refer to Thresholds 5.15.1-1 and 5.15.1-2, above). The Project's impacts to groundwater recharge and supply are discussed in the paragraphs below.

6.0 Alternatives

Table 6.0-1 and page 6.0-38 of the Draft EIR incorrectly state the water use for the Prior Entitlements as 740 acre feet per year. Table 5.15.1-6 of the Draft EIR correctly states the water usage associated with the Prior Entitlements as 769 afy.

Page 6.0-73 of the Draft EIR includes analysis of Alternative 4 – No Barcelona Road Extension. The discussion on page 6.0-73 is updated as follows to include a consistency analysis.

SCVAP 2012 Policy C-2.1.2 states:

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

The Project would be consistent with this policy. As demonstrated throughout the alternatives analysis, the Project would provide a minimum of two points of access (i.e., the main Project entrance at Hasley Canyon Road and a secondary point of access via Hayward Drive). While connecting Barcelona Road would provide access to the community to the north, as demonstrated in the traffic analysis, such a connection is not necessary for traffic purposes and the absence of the Barcelona connection would not result in any significant traffic impacts. Further, only ten percent of Project trips are expected to use the Barcelona Road access (the remaining distribution is 85 percent Hasley Canyon Road and five percent Hayward Drive). When trips are reallocated under this alternative (i.e., without the Barcelona Road extension) an additional five percent of trips would use Hasley Canyon and an additional iver percent of trips would be allocated to Hayward. Even with this reallocation of trips, there would be no impact on regional roadways. As such the traffic analysis does not support the need for an additional roadway and this alternative is consistent with this policy.

Page 6.0-75 of the Draft EIR includes analysis of the No Barcelona Road Extension. The following statements are added to the discussion under the subheading of recreation.

Because the proposed trails generally follow the alignment of Barcelona Road on the western portion of the Project Site, if Barcelona Road were not included in the Project, the trail alignment would be slightly modified. However, trails would still be provided as a recreational amenity.

Page 6.0-75 through 6.0-77 of the Draft EIR includes the analysis of the No Barcelona Road Extension. The following text and table are added to the traffic analysis following Table 6.0-16, Summary of Volume to Capacity Ratios and Level of Service - AM and PM Peak Hour – Alternative 4.

The Caltrans Guide suggests the use of HCM for analysis of study intersections on State facilities. HCM

was used to evaluate Intersection Nos. 7 and 8. Further, HCM was utilized to evaluate vehicle queueing of the I-5 southbound off-ramp at The Old Road intersection (Intersection No. 6) under cumulative conditions (these calculations are contained in Appendix B of the Traffic Impact Study). While not required, additional HCM calculations were prepared for the Existing and Existing + Project scenarios at Intersection No. 6 during the AM and PM peak hours.

Table 6.0-17 HCM Impact Analysis /a/ AM and PM Peak Hours – Alternative 4 No Barcelona Road

Intersection	Peak Hour	Existing		Existing + Project		Future Cumulative	
		Delay/b/	LOS/c/	Delay/b/	LOS/c/	Delay/b/	LOS/c/
No. 6: I-5 Freeway SB Off-Ramp – Sedona Way/The Old Road	AM	22.7	C	23.1	C	23.2	C
	PM	16.6	B	16.8	B	16.8	B

Source: Linscott, Law & Greenspan, engineers, 2016
/a/ Analysis based on the Highway Capacity Manual, 2000, operational analysis methodologies
/b/ Approach delay reported in seconds per vehicle
/c/ Intersection Levels of Service were based on the following criteria:

Signalized Control Delay (s/veh)	*LOS*	*Unsignalized Control Delay (s/veh)*
<= 10	*A*	*<= 10*
> 10-20	*B*	*> 10-15*
> 20-35	*C*	*> 15-25*
> 35-55	*D*	*> 25-35*
> 55-80	*E*	*> 35-50*
> 80	*F*	*> 50*

On page 6.0-81 of the Draft EIR, Table 6.0-17 Alternatives Impact Comparison Matrix is renumbered as Table 6.0-18.

MITIGATION MONITORING AND REPORTING PROGRAM

INTRODUCTION

This Mitigation Monitoring and Reporting Program (MMRP) describes the procedures that will be used to implement the mitigation measures adopted in connection with the approval of the Project and the methods of monitoring such actions. This MMRP takes the form of a table that identifies the responsible entity for monitoring each mitigation measure and the timing of each measure.

PURPOSE

MMRP has been prepared in conformance with Section 21081.6 of the California Environmental Quality Act (CEQA). It is the intent of this program to: (1) verify satisfaction of the required mitigation measures of the EIR; (2) provide a methodology to document implementation of the required mitigation measures; (3) provide a record of the Monitoring Program; (4) identify monitoring responsibility; (5) establish administrative procedures for the clearance of mitigation measures; (6) establish the frequency and duration of monitoring; and (7) utilize existing review processes wherever feasible.

The MMRP that follows lists each of the required Mitigation Measures (MMs) and identifies the corresponding action required for proof of compliance, the mitigation timing, the party responsible for implementation, and the monitoring agency or party responsible for ensuring each measure is adequately implemented.

Mitigation Monitoring and Reporting Program Matrix
Los Valles Project
Project No. 98-034

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
AESTHETICS					
Aesthetics Project Design Features					
PDF:	The Applicant, or designee, shall have temporary green screen construction fencing of between six and eight feet tall placed along the Project frontage on Hasley Canyon Road. Green screen fencing shall also be placed around any active construction areas on the Project Site, to provide security and to screen construction activity from view. The Applicant, or designee, shall ensure that construction equipment staging and stockpile areas shall be located a minimum of 500 feet from existing residential uses. The Applicant, or designee, shall require that if necessary, the use of nighttime lighting during Project construction be limited to only those areas on the construction site requiring illumination; and further shall require that all work and any security lighting be properly shielded and projected downwards, such that light is directed only onto the work site and minimizes light spillover on adjacent uses. Lighting shall consist of the minimum wattage necessary to provide safety at the construction site. The Applicant, or designee, shall require that all operational outdoor lighting along the Project Site boundary consist of high-efficacy solid state LED (Light Emitting Diode) bi-level adaptive lighting, equipped with full cut off optics that allow no light at or above 90 degrees, so as to illuminate the intended surface and minimize light spillover.	Applicant / Construction Manager to maintain documentation demonstrating compliance Site inspection as needed	Ongoing monitoring during construction	Applicant / Construction Contractor	County of Los Angeles Department of Regional Planning

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
Aesthetics Project Design Features (continued)					
PDF:	The Applicant, or designee, shall require that materials used for home exteriors include a mix of textured, non-reflective exterior surfaces such as stucco, wood siding, or other similar materials. Low reflective glass would be used for all windows.	Applicant / Construction Manager to maintain documentation demonstrating compliance Site inspection as needed	Ongoing monitoring during construction	Applicant / Construction Contractor	County of Los Angeles Department of Regional Planning
Aesthetics Mitigation Measures					
MM 5.1-1:	Prior to issuance of the first building permit for the Project, the Applicant shall submit the Project's final design drawings, including a lighting plan to the County of Los Angeles Department of Regional Planning for review and approval, consistent with the County's established codes and procedures.	Review and approval of detailed lighting plans	Mitigation to be completed prior to the issuance of the first certificate of occupancy	Applicant	County of Los Angeles Department of Regional Planning
AIR QUALITY					
Air Quality Project Design Features					
PDF:	Buildings will be oriented to optimize solar access and cross breezes through the buildings. Solar Photovoltaics (PV) systems are to be installed in the common areas and Clubhouse structure to help offset Project energy use. Bicycle Parking would be provided for five percent of visitor parking spaces, including permanently anchored bicycle racks that would be provided within 200 feet of the visitors' entrance of the Clubhouse. Electric Vehicle (EV) Charging: Clubhouse. The Project will install at least one electric vehicle charging station at the Clubhouse, and comply with CALGreen Sections 4.106.4.1, 4.106.4.2.2 through and 4.106.4.2.5, to facilitate future installation and use of EV chargers. Electrical vehicle supply equipment (EVSE) shall be installed in accordance with the California Electrical Code, Article 625.	Applicant / Construction Manager to maintain documentation demonstrating compliance Site inspection as needed	Ongoing during the lifetime of the project	Applicant / Construction Contractor	County of Los Angeles Department of Regional Planning

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
Air Quality Project Design Features (continued)					
	Residential Dwelling Units. For each dwelling unit, the Project will install a listed raceway to accommodate a dedicated 208/240-volt branch circuit and comply with CALGreen Section 4.106.4.1 and Section 4.106.4.2.2. The raceway shall originate at the main service or subpanel and shall terminate into a listed cabinet, box, or other EV charger. The service panel and/or subpanel shall provide capacity to install a 40-ampere minimum dedicated branch circuit and space(s) reserved to permit installation of a branch circuit overcurrent protective device. Compliance will include the Prerequisite electric vehicle (EV) charging requirements in Section A4.106.8. All residential dwellings shall be designed and constructed to be a minimum of 15 percent better than the 2013 Energy Code.				
PDF:	For each dwelling unit, the Project will install a listed raceway to accommodate a dedicated 208/240-volt branch circuit and comply with CALGreen Section 4.106.4.1 and Section 4.106.4.2.2. The raceway shall originate at the main service or subpanel and shall terminate into a listed cabinet, box, or other EV charger. The service panel and/or subpanel shall provide capacity to install a 40-ampere minimum dedicated branch circuit and space(s) reserved to permit installation of a branch circuit overcurrent protective device. Compliance will include the Prerequisite electric vehicle (EV) charging requirements in Section A4.106.8. The Clubhouse will be designed and constructed to meet zero net electric by incorporating passive solar techniques, high efficiency technologies, ENERGY STAR appliances, solid state LED adaptive lighting; coupled with solar PV to offset electrical loads. The Project Applicant will develop Solar Energy CC&Rs to protect solar access throughout the community in perpetuity.	Applicant to maintain documentation demonstrating compliance	Ongoing during the lifetime of the Project	Applicant	County of Los Angeles Department of Regional Planning

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
Air Quality Mitigation Measures					
MM 5.2-1: The Applicant shall require by contract specifications that the following practices be implemented by the construction contractor to reduce construction emissions: • All outdoor construction activities shall be suspended during first-stage smog alerts. • All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications and recommendations. Verification documentation shall be provided to the County of Los Angeles Department of Regional Planning upon request within five business days. • During construction, trucks and vehicles in loading and unloading queues shall have their engines turned off after 5 minutes when not in use, to avoid vehicle emissions.		Applicant / Construction Manager to maintain documentation demonstrating compliance Site inspection as needed	Ongoing monitoring during construction	Applicant / Construction Contractor	County of Los Angeles Department of Regional Planning South Coast Air Quality Management District
MM 5.2-2: The construction contractor shall use a mix of equipment that includes Tier 3 or Tier 4 equipment for off-road construction equipment, as defined by the United States Environmental Protection Agency, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. Verification documentation shall be provided to the County of Los Angeles Department of Regional Planning upon request within five business days. For each dwelling unit, the Project will install a listed raceway to accommodate a dedicated 208/240-volt branch circuit and comply with CALGreen Section 4.106.4.1 and Section 4.106.4.2.2. The raceway shall originate at the main service or subpanel and shall terminate into a listed cabinet, box, or other EV charger. The service panel and/or subpanel shall provide capacity to install a 40-ampere minimum dedicated branch circuit and space(s) reserved to permit installation of a branch circuit overcurrent protective device. Compliance will include the Prerequisite electric vehicle (EV) charging requirements in Section A4.106.8.		Applicant / Construction Manager to maintain documentation demonstrating compliance Site inspection as needed	Ongoing monitoring during construction	Applicant / Construction Contractor	County of Los Angeles Department of Regional Planning South Coast Air Quality Management District

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
Air Quality Mitigation Measures (continued)					
	All residential dwellings shall be designed and constructed to be a minimum of 15 percent better than the 2013 Energy Code. The Clubhouse will be designed and constructed to meet zero net electric by incorporating passive solar techniques, high efficiency technologies, ENERGY STAR appliances, solid state LED adaptive lighting; coupled with solar PV to offset electrical loads. The Project Applicant will develop Solar Energy CC&Rs to protect solar access throughout the community in perpetuity.	Applicant to maintain documentation demonstrating compliance	Ongoing during the lifetime of the Project	Applicant	County of Los Angeles Department of Regional Planning
BIOLOGICAL RESOURCES					
Biological Resources Mitigation Measures					
	MM 5.3-1: Prior to issuance of a grading permit, the Applicant shall provide a detailed western spadefoot habitat enhancement plan. The plan shall include breeding habitat as well as suitable upland refugia. The location for the enhanced habitat shall be selected in consultation with CDFW and a qualified biologist familiar with western spadefoot habitat requirements. The plan shall be reviewed and approve in writing by CDFW and made a condition of Project approval by the Los Angeles County Department of Regional Planning. In addition to being as far from existing and proposed development as feasible, the enhanced habitat shall be located in an area where open scrub and/or native woodland can survive naturally (i.e., without long-term irrigation). Plans are currently being designed that would place the breeding pool and associated upland habitat near the southeastern portion of the proposed riparian habitat restoration of un-named Tributary #1. At a minimum, the plan shall include the following elements and be prepared in consultation with, and ultimately approved by CDFW:	Submit detailed western spadefoot habitat enhancement plan for review and approval Implement approved western spadefoot habitat enhancement plan	Mitigation to be completed prior to the issuance of grading permit(s)	Applicant / Qualified Biologist	County of Los Angeles Department of Regional Planning California Department of Fish and Wildlife

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
Biological Resources Mitigation Measures (continued)					
	• One or more seasonal breeding pools that are specifically designed to hold water long enough for a complete breeding cycle of western spadefoot, but not long enough to allow infiltration of predators (e.g., bullfrogs, African clawed frogs, fish, etc.). Based on designed approved for other EIRs within the Santa Clarita Valley, the pool would be between 50 and 60 feet in length and 30 to 40 feet in width, and a depth of between 3 and 4 feet. • Analysis of surrounding soils. If necessary, clean sand may be introduced to increase the suitability of upland burrowing habitat for adult toads. • Upland portions of the habitat enhancement area shall include a detailed plant palette and planting plan conducive to western spadefoot requirements. • A five-year monitoring plan that includes monitoring methods, annual success criteria, contingency actions should success criteria not be met, and reporting requirements. • The spadefoot mitigation habitat and areas of preserved natural open space comprising uplands and pools for spadefoot shall be managed and maintained in perpetuity under a conservation easement in favor of a local land conservancy or other land management entity approved by CDFW and the Los Angeles County Department of Regional Planning, to assure function for its intended purpose and an endowment shall be established to maintain the spadefoot mitigation habitat in perpetuity.				
MM 5.3-2:	During the appropriate season prior to any construction or site preparation activities that would disturb vegetation and/or soils, focused surveys shall be conducted for all potentially occurring special-status reptiles. The surveys shall be timed to coincide with each species' peak activity period, which is typically warm late spring through	Submit biologist qualifications for review and approval	Ongoing surveys during construction	Applicant / Qualified Biologist	County of Los Angeles Department of Regional Planning

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
Biological Resources Mitigation Measures (continued)					
	early fall for most species. Legless lizards are usually more easily detectable after rain events, when they move closer to the surface. As such, surveys for legless lizard should be conducted during late winter through spring after rain events. If this timing is not feasible and with consultation with and approval by CDFW, the best quality habitat areas within the development footprint should be thoroughly saturated (e.g. water truck) then raked by qualified biologists the following early morning or late afternoon. If any of these animals are detected, they shall be captured and relocated to suitable nearby habitat areas approved by CDFW.	Submit focused surveys Relocate animals as needed Maintain log demonstrating compliance Site inspection as needed			California Department of Fish and Wildlife
	MM 5.3-3: To avoid impacts to nesting birds during construction, a qualified biologist (approved by CDFW and LACDRP) shall be retained to conduct nesting bird surveys within suitable nesting habitat prior to initiation of construction activities. Specifically, if activities associated with construction or grading are planned during the bird nesting/breeding season, generally January through March for early nesting birds (e.g., raptors or hummingbirds) and from mid-March through September for most bird species, the Applicant shall have a qualified biologist conduct surveys for active nests. Pre-construction nesting bird surveys shall be conducted within 30 days prior to initiation of ground-disturbing activities to determine the presence/absence of active nests. The surveys shall continue on a weekly basis until construction commences, with the last survey being conducted no more than three days before the start of clearance/construction work. Surveys shall include examination of trees, shrubs, and the ground, for nesting birds, as several bird species known to the area are shrub or ground nesters. If ground-disturbing activities are delayed, additional pre-construction surveys shall be conducted so that no more than three days will have elapsed between the survey and ground-disturbing activities.	Submit biologist qualifications for review and approval Qualified biologist to conduct surveys for active nests 30 days prior to ground disturbing activities	Ongoing surveys during construction	Applicant / Qualified Biologist	County of Los Angeles Department of Regional Planning California Department of Fish and Wildlife

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
Biological Resources Mitigation Measures (continued)					
	If active nests are located during pre-construction surveys, clearing and construction activities within 300 feet of the nest (500 feet for raptors) shall be postponed or halted until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of a second attempt at nesting. Exceptions to these limits may be made, but only if authorized by CDFW. Limits to avoid an active nest shall be established in the field with high visibility flagging, fencing, or other appropriate barriers and construction personnel shall be instructed on the sensitivity of nest areas. The biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests will occur. The results of the survey, and any avoidance measures taken, shall be submitted to LACDRP within 30 days of completion of the pre-construction surveys and/or construction monitoring to document compliance with applicable state and federal laws pertaining to the protection of native birds.	Continue to conduct services on a weekly basis until construction commences (the last survey being conducted no more than three days before the start of clearance construction work) Postpone any construction activity within 300 feet of nests (500 feet for raptors) until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of a second attempt at nesting. Maintain log demonstrating compliance Site inspection as needed			

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
Biological Resources Mitigation Measures (continued)					
MM 5.3-4:	Within 30 days prior to ground disturbance activities for construction, a qualified biologist shall conduct a survey within the proposed construction disturbance zone and within a 100-foot buffer of the disturbance zone to determine the areas of best habitat for San Diego desert woodrat and San Diego black-tailed jackrabbit. If any stick nests or other signs of rats are detected, a qualified biologist, approved by CDFW, shall conduct five-consecutive nights of live-trapping for desert woodrats within suitable habitat remaining on-site. Should any be captured, they will be relocated to suitable habitat outside of the proposed development envelope in an area approved by CDFW. If during the trapping effort for San Diego desert woodrats nests with young are discovered within the disturbance zone or within 100 feet of the disturbance zone, a fence shall be erected around the nest site adequate to provide the woodrat sufficient foraging habitat at the discretion of the qualified biologist. The fence shall be erected to provide a minimum 100-foot buffer around the active nest. At the discretion of the monitoring biologist and with concurrence of CDFW, clearing and construction within the fenced area shall be postponed or halted if appropriate until young have left the nest. The biologist shall serve as a construction monitor during those periods when disturbance activities will occur near active nest areas to ensure that no inadvertent impacts on these nests will occur.	Submit biologist qualifications for review and approval Qualified biologist to conduct survey within the proposed construction disturbance zone and within a 100-foot buffer	Within 30 days prior to ground disturbance activities Ongoing surveys during construction	Applicant / Qualified Biologist	County of Los Angeles Department of Regional Planning California Department of Fish and Wildlife

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
Biological Resources Mitigation Measures (continued)					
	If San Diego desert woodrats are observed within the grading footprint outside of the breeding period, individuals shall be relocated, if feasible, to a suitable location on the Project Site (outside of the disturbance boundary) by a qualified biologist in possession of a scientific collecting permit and following prior consultation with CDFW. In the event black-tailed jackrabbits are observed on-site, the monitoring biologist shall be on-site during all initial site disturbance activities until all grading operations have been completed. The biologist will ensure any existing jackrabbits are able to escape the Project Site and any moving equipment.	If signs of the San Diego desert woodrat are discovered, the biologist shall conduct five-consecutive nights of live trapping for desert woodrats Relocate any captured woodrats Place a fence around discovered nests to provide a minimum 100-foot buffer area Ensure black-tailed jackrabbits are able to escape the Project Site and any moving equipment. Maintain log demonstrating compliance Site inspection as needed			

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
Biological Resources Mitigation Measures (continued)					
MM 5.3-5:	To minimize impacts to "Waters of the State," a Streambed Alteration Agreement shall be executed with the CDFW pursuant to Section 1603 of the California Fish and Game Code prior to jurisdictional feature disturbance. In addition, to minimize impacts to "Waters of the US" an USACE Section 404 permit shall be obtained, pursuant to the federal Clean Water Act. Mitigation measures identified through these two permitting processes as a result of coordination with each agency will reduce impacts to jurisdictional drainage features to a less than significant level. Pursuant to Section 401 of the federal Clean Water Act, the Regional Water Quality Control Board will also be notified and a permit will be obtained if applicable. Mitigation in the form of restoring and expanding un-named Tributary #1 is being prepared to be a part of the Streambed Alteration Agreement and 404 permits. Since the affected un-named Tributary #2 currently does not support any riparian vegetation and is little more than an erosional ditch, a similar condition is not necessarily desired as natural conversion to a riparian habitat could take many years, if at all. Likewise, the previously impacted jurisdictional features were not described as supporting high quality habitats. As such, the proposed option for mitigation is restoring and expanding the western drainage (un-named Tributary #1) to a condition that would reduce the degree of erosion that occurs now. This includes terracing and re-contouring the near vertical existing banks and restoring native riparian vegetation including mainland holly-leaf cherry and California live oaks. The restoration plan will ultimately include engineered hydrological design to reduce erosion from offside drainage from the north. Figure F5.3-4 illustrates the area in which the grading and restoration work is proposed to take place and the current proposed conceptual design for the western drainage. The actual grading plans are subject to change in order to achieve regulatory and hydrological requirements but will remain within the grading limits shown unless otherwise	Establishment of a Streambed Alteration Agreement with the CDFW and contact US Army Corps of Engineers To determine the need for a Section 404 permit If applicable notify the Regional Water Quality Control Board to obtain a permit Restoration and expansion of the western drainage (Tributary 1) to a condition that would reduce the degree of erosion that occurs now. Site inspection as needed	Mitigation to be completed prior to issuance of grading permits	Applicant / Qualified Biologist	County of Los Angeles Department of Regional Planning California Department of Fish and Wildlife

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
Biological Resources Mitigation Measures (continued)					
	approved by the County. The overall mitigation restoration plan shall include a planting plan/palette for the terraced and re-contoured banks. Additionally, the plan will include a five-year monitoring plan including monitoring methods, success criteria, and contingency actions should any of the success criteria not be met. It is the intention of the restoration project to convert the disturbed and poorly functioning jurisdictional habitat that currently exists within this drainage to at least 4.50 total acres of high quality jurisdictional riparian habitat as well as additional transitional upland habitat. The transitional habitat would serve as a buffer between the riparian habitat and any development. This restoration plan is intended to mitigate qualitatively for the total 3.15 acres of impacts resulting from both the currently proposed project (1.95 acres), and the previously approved impacts (1.2 acres) that were not mitigated as part of the incomplete construction of the prior project. The final mitigation ratio will be determined through consultation and agreement with the appropriate federal and state regulatory agency or agencies (CDFW, USACOE, RWQCB); and the final design shall meet all design and hydrological requirements of the relevant agencies as well as the Los Angeles County Public Works Department. It is the intent to mitigate to the extent required entirely on the un-named Tributary #1. If the County's hydrological requirements cannot be met, or greater mitigation is required, then at the election of the Applicant, the on-site mitigation may be supplemented by off-site mitigation or through purchase of Mitigation Bank credits as accepted by CDFW and the County.				

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
Biological Resources Mitigation Measures (continued)					
MM 5.3-6: Replacement trees: Any oak tree that dies or is removed as a result of Project implementation shall be replaced by a tree of the same species at a ratio determined by the County of Los Angeles, but a minimum ratio of 2:1. This includes the removals of 24 trees permitted by the Prior Entitlements. With one removal required for the Project, a total of 25 oak trees will be mitigated for, requiring a total of at least 50 replacement trees. All replacement trees shall be at least a 15-gallon specimen in size and be 2 inches or more in diameter, as measured from approximately 4 feet above the base. Free-form trees with multiple stems are permissible; the combined diameter of the two largest stems of such trees shall measure a minimum of 2 inch in diameter, as measured approximately 2 feet above the base. Replacement trees shall consist exclusively of indigenous California live oak trees and be grown from a seed source collected in Los Angeles or Ventura Counties. All replacement trees shall be planted on site. It is anticipated that most of these trees will be able to be placed along un-named Tributary #1 as part of the restoration outlined in **MM 5.3-5**. If additional areas are needed, remaining replacement trees will be planted in the natural open space areas and/or within common landscaped areas within the development.		Applicant to maintain documentation demonstrating compliance Site inspection as needed	Ongoing monitoring during construction of the Project	Applicant / Qualified Arborist	County of Los Angeles Department of Regional Planning
MM 5.3-7: Protective fencing: A plan shall be developed for protecting the remaining trees included in the Los Angeles County Oak Tree Ordinance on the Project Site during development. This plan shall be approved by the County of Los Angeles and Los Angeles County Fire Department. Equipment damage to limbs, trunks, and roots of all remaining trees shall be avoided during Project construction and development to avoid even slight trunk injuries, which can lead to long-term pathogenic maladies. Protective fencing not less than 4 feet in height shall be placed at the limits of the protected zone of any individual protected tree		Inspection by Los Angeles County Fire Department or County-approved arborist prior to commencement of any activity on the Project Site	Ongoing monitoring during construction of the Project	Applicant / Qualified Arborist	County of Los Angeles Department of Regional Planning Los Angeles County Fire Department

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
Biological Resources Mitigation Measures (continued)					
	or oak woodland within 100 feet of the grading limits, and shall be inspected by the Fire Department or County-approved arborist prior to commencement of any activity on the Project Site, and shall remain in place until construction is completed.				
MM 5.3-8:	**Equipment storage:** No storage of equipment, supplies, vehicles, or debris shall be permitted within the protected zone of an oak tree. No dumping of construction wastewater, paint, stucco, concrete, or any other cleanup waste shall occur within the protected zone of an oak tree. No temporary structures shall be placed within the protected zone of any remaining oak tree.	Site inspection as needed	Ongoing monitoring during construction of the Project	Applicant / Construction Manager	County of Los Angeles Department of Regional Planning
CULTURAL RESOURCES					
Cultural Resources Mitigation Measures					
MM 5.4-1:	In the event archaeological resources are encountered during Project construction, all ground-disturbing activities within 25 feet of the find shall cease and the Applicant shall retain a qualified archaeologist to evaluate the significance of the find. If the find is determined to be an archaeological resource, the archaeologist shall record all recovered archaeological resources on the appropriate California Department of Parks and Recreation Site Forms to be filed with the California Historical Resources Information System-South Central Coastal Information Center (SCCIC), evaluate the significance of the find, and if significant, determine and implement the appropriate mitigation in accordance with the US Secretary of the Interior and California Office of Historic Preservation guidelines, including but not limited to a Phase III data recovery and associated documentation. The archaeologist shall prepare a final report about the find to be filed with the Applicant, the County of Los Angeles Department of Regional Planning, and the	Retention of a qualified archaeologist, as appropriate Maintain documentation demonstrating compliance Site inspection as needed	Ongoing monitoring during construction of the Project	Applicant / Qualified Archaeologist	County of Los Angeles Department of Regional Planning California Historical Resources Information System-South Central Coastal Information Center Native American Heritage Commission

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
Cultural Resources Mitigation Measures (continued)					
	California Historical Resources Information System-SCCIC, as required by the California Office of Historic Preservation. The report shall include documentation of the resources recovered, a full evaluation of the eligibility with respect to the California Register of Historical Resources, and treatment of the resources recovered. In the event of a find, archaeological and Native American monitoring shall be provided thereafter for any ground-disturbing activities in the area of the find.				
MM 5.4-2:	In the event paleontological resources are encountered during Project construction, all ground-disturbing activities within 25 feet of the find shall cease and the Applicant shall retain a qualified paleontologist to evaluate the significance of the find and determine the appropriate treatment in accordance with the Society of Vertebrate Paleontology guidelines for identification, evaluation, disclosure, avoidance or recovery, and curation, as appropriate. All significant fossils shall be stabilized and prepared to a point of identification and permanent preservation. The paleontologist shall prepare a final report on the monitoring. If fossils are identified, the report shall contain an appropriate description of the fossils, treatment, and curation. A copy of the report shall be filed with the Applicant, County of Los Angeles Department of Regional Planning, and the Natural History Museum of Los Angeles, and shall accompany any curated fossils. In the event of a find, paleontological monitoring shall be provided thereafter for any ground-disturbing activities in the area of the find.	Retention of a qualified paleontologist, as appropriate Maintain documentation demonstrating compliance Site inspection as needed	Ongoing monitoring during construction of the Project	Applicant / Qualified Paleontologist	County of Los Angeles Department of Regional Planning
MM 5.4-3:	In the event human remains are encountered during construction activities, all ground-disturbing activities within 25 feet of the human remains shall cease and the County coroner shall be notified. In the event the remains are determined to be of Native American descent, the County coroner shall notify the	Retention of a qualified archaeologist, as appropriate	Ongoing monitoring during construction of the Project	Applicant / Qualified Archaeologist	County of Los Angeles Department of Regional Planning

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
Cultural Resources Mitigation Measures (continued)					
	California Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person(s) thought to be the Most Likely Descendant of the deceased Native American, who shall have 48 hours from notification by the Native American Heritage Commission to inspect the site of the discovery of Native American remains and to recommend to the Applicant or landowner a means for the treatment and disposition of the human remains and any associated grave goods. The Applicant or landowner shall reinter the remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance. In the event Native American remains are found, Native American monitoring shall be provided thereafter for any ground-disturbing activities in the area of the remains.	Maintain documentation demonstrating compliance Native American monitoring, as applicable **Site inspection as needed**			Native American Heritage Commission
ENERGY					
Energy Project Design Features					
PDF:	The Project will maintain approximately 123.25 acres as natural open space. 4.5 miles of trails will be constructed throughout the Project with approximately 3,000 linear feet of public multi-purpose trails to provide a complete system and access to the local and regional trail system. Enhanced trailheads provide gathering points and connectivity to the local regional trail system. Trail standards will be in accordance with CDS and other applicable requirements. Contour grading, curvilinear street design, terraced drains, terraced slopes, and related project design features have been incorporated as project best management practices. To minimize Project site grading, existing pads will be used to the extent feasible. The Project Site plan emphasizes the protection of open space and undisturbed connections to these adjoining areas by retaining in a natural condition.	Applicant to maintain documentation demonstrating compliance	Ongoing over the lifetime of the Project	Applicant	County of Los Angeles Department of Regional Planning

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
Energy Project Design Features (continued)					
PDF:	Approximately 123.25 acres of land primarily located adjacent to existing offsite open space areas located to the north and northeast, contiguous to existing undeveloped ridgelines, and along the westerly ridgeline and areas further to the west on the Project Site in areas contiguous with undeveloped land to the west. The Barcelona Road extension would cross the secondary portion of the westerly ridgeline, but would not cross the primary portion of the ridgeline. A variance is being requested to authorize construction in portions of the easterly ridgeline that have already been substantially graded and in the remaining, disconnected portions of the secondary ridgeline. The entry to the Project Site is within a quarter mile of a bus stop, and extension of pedestrian, biking and multi-purpose trails provide additional alternatives to auto travel, and reduce VMTs (vehicle miles traveled) and VT's (vehicle trips). Project streets are designed to be safe and integrate a network of roadways and connector trails for a walkable community. Sidewalks, on-street parking, tree canopies, curbs, and gutters, narrower intersections with smaller radii are some of the Project's healthy walkable street features. A public park and seven secondary parks provide opportunities for outdoor activity. Vineyards and orchards can be accessed by foot. Approximately 8.4 acres of vineyards and other productive agricultural uses will be provided onsite. Incorporation of innovative agricultural practices that conserve resources and promote sustainability, such as drip irrigation, hydroponics, and composting will be explored.	Applicant to maintain documentation demonstrating compliance Site inspection as needed	Ongoing monitoring during construction and operation of the Project	Applicant	County of Los Angeles Department of Regional Planning
PDF:	Project construction plans shall indicate how the site grading or drainage system will manage all surface water flows to keep water from entering buildings. Examples include swales, water collection and disposal systems, french drains, water retention gardens, and other water measures to keep surface water away from building and aid in groundwater recharge.	Applicant to maintain documentation demonstrating compliance	Ongoing monitoring during construction of the Project	Applicant	County of Los Angeles Department of Regional Planning

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
Energy Project Design Features (continued)					
	Buildings will be oriented to optimize solar access, passive and active design techniques and cross breezes through the buildings. . Passive Solar techniques and other passive techniques are to be incorporated into the Clubhouse and Residential Units to help reduce the energy loads. Care will be given in the landscape design to avoid shading roofs with a 110 – 270 degree roof orientation. Solar Photovoltaics (PV) systems are to be installed in the common areas and Clubhouse structure to help offset Project energy use. Bicycle Parking. For five percent of visitor parking spaces, permanently anchored bicycle racks will be provided within 200 feet of the visitors' entrance of the Clubhouse.	Site inspection as needed			
PDF:	The Project will install at least one electric vehicle charging station at the Clubhouse, and comply with CALGreen Sections 4.106.4.1, 4.106.4.2.2 through and 4.106.4.2.5, to facilitate future installation and use of EV chargers. Electrical vehicle supply equipment (EVSE) shall be installed in accordance with the California Electrical Code, Article 625. For each dwelling unit, the Project will install a listed raceway to accommodate a dedicated 208/240-volt branch circuit and comply with CALGreen Section 4.106.4.1 and Section 4.106.4.2.2. The raceway shall originate at the main service or subpanel and shall terminate into a listed cabinet, box, or other EV charger. The service panel and/or subpanel shall provide capacity to install a 40-ampere minimum dedicated branch circuit and space(s) reserved to permit installation of a branch circuit overcurrent protective device. Compliance will include the Prerequisite electric vehicle (EV) charging requirements in Section A4.106.8, light colored paving, and roofing materials will be used.	Applicant to maintain documentation demonstrating compliance Site inspection as needed	Ongoing monitoring during construction of the Project	Applicant	County of Los Angeles Department of Regional Planning

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
Energy Project Design Features (continued)					
	A minimum of 250 square feet of non-shaded roof will be reserved on each home for a solar zone within a 110 – 270 degree orientation. The Clubhouse will be designed and constructed to meet zero net electric by incorporating passive solar techniques, high efficiency technologies, ENERGY STAR appliances, solid state LED adaptive lighting; coupled with solar PV to offset electrical loads. Solar Ready Roofs. A sufficient solar zone area will be designed as part of the Clubhouse building and shade structures to maximize solar generation, while at the same time, maintaining aesthetic appeal with orientation between 110 – 270 degrees.				
PDF:	The Applicant, in conjunction with the formation of a Homeowners Association (HOA), will develop Solar Energy CC&Rs to protect solar access throughout the community in perpetuity. Each builder shall be required to demonstrate recycling stations in every model. Each builder will be required to have Electric Vehicle Chargers installed and functional in at least one of the models within each of the model complexes, and offer this as an option for every potential homebuyer. LED Street Lighting. The Project will utilize solid-state LED high efficacy street lighting throughout the Project's private streets, as approved by the County, for significant energy savings, maintenance and operations enhancements. Los Valles Community Recycling Program. The Applicant, in conjunction with the HOA, will develop a community-wide recycling program and design readily available recycling area(s) within the community clubhouse identified for the depositing, storage and collection of non-hazardous materials for recycling	Applicant to maintain documentation demonstrating compliance	Ongoing during the lifetime of the Project	Applicant	County of Los Angeles Department of Regional Planning

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
Energy Project Design Features (continued)					
	to include a minimum of paper, corrugated cardboard, glass, plastics, and metals or meet a lawfully enacted local recycling ordinance if more restrictive. Onsite landscaping clippings will be utilized as mulch within the community common area landscaping and agricultural vineyards and orchards as appropriate and to design recycling stations within into all residential units to include a minimum of paper, corrugated cardboard, glass, plastics, and metals or meet a lawfully enacted County recycling ordinance if more restrictive. Community Outdoor Kitchen. A simple outdoor kitchen will be provided for the Los Valles community with places designed for community gatherings. Some possible uses for the outdoor kitchen could be cooking demonstrations, jam making, canning preserves, and winemaking. Homeowner Sustainability Stewardship Program. The Applicant, in conjunction with the HOA, will develop a Homeowner Sustainability Stewardship Educational Program (Educational Program) which will be made available to all new homebuyers to help educate and build Los Valles Land Stewards for the long-term. This Educational Program can be in the form of electric media rather than printed materials to minimize resource waste.				
Energy Project Design Features (continued)					
	Outdoor potable water use in landscape areas. The Project will go beyond the conservation and efficient use of water by utilizing a watershed approach and recognizing the underlying groundwater aquifers in the Project design.				
GREENHOUSE GAS					
Greenhouse Gas Project Design Features					
MM 5.7:	See Project Design Features for **Section 5.2 Air Quality** and **Section 5.5 Energy**.	As described in Sections 5.2 and 5.5	As described in Sections 5.2 and 5.5	Applicant	County of Los Angeles Department of Regional Planning

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
HAZARDS AND HAZARDOUS MATERIALS					
Hazards and Hazardous Materials Project Design Features					
PDF:	In accordance with Section 110.4 of the County of Los Angeles Building Code, the Project development plans shall comply with the required setbacks from oil and gas wells, as determined by the California Department of Conservation Division of Oil, Gas and Geothermal Resources, the County of Los Angeles Department of Public Works, and the Los Angeles County Fire Department. As part of these requirements, buildings or enclosed structures shall not be located in close proximity to an existing well. To be considered not in close proximity to a well, two adjacent sides should be free of structures or property lines for no less than ten feet, with the third side free at a distance to be determined by County of Los Angeles Fire Department according to recommendations by a licensed Civil Engineer and approved by the County Building Official and Fire Department. Ultimately, the distance shall be sufficient to allow room for equipment required for re-abandonment operations if necessary. Any necessary clearance/approvals shall be sought from the County of Los Angeles Department of Public Works Environmental Programs Division, as required.	Review and approval of documentation to verify location of structures	Mitigation to be completed prior to issuance of grading permits	Applicant	Los Angeles County Fire Department
PDF:	Following construction and prior to the issuance of the first certificate of occupancy, the Applicant would submit an emergency response plan for approval by the County of Los Angeles Fire Department. The emergency response plan would include, but not be limited to, the following: mapping of site access and emergency exits, evacuation routes for vehicles and pedestrians, and locations of the nearest hospitals and fire stations.	Review and approval of an emergency response plan	To be completed prior to issuance of a first certificate of occupancy	Applicant	Los Angeles County Fire Department

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
Hazards and Hazardous Materials Mitigation Measures					
MM 5.8-1:	Prior to issuance of a building permit, the Applicant shall submit to the Los Angeles County Fire Department, the Division of Oil Gas and Geothermal Resources, and any applicable local or state agencies documentation verifying that all inactive oil wells have been fitted with vent caps unless determined to be unnecessary by Los Angeles County Fire Department.	Installation of vent caps on all inactive oil wells	To be completed prior to issuance of building permit	Applicant	Los Angeles County Fire Department
MM 5.8-2	Prior to issuance of a building permit the Applicant shall submit to the Los Angeles County Fire Department documentation verifying that vapor barriers are installed on all homes within 300 feet of any abandoned oil wells.	Documentation verifying installation of vapor barriers	Prior to issuance of building permits	Applicant	Los Angeles County Fire Department
MM 5.8-3	If during grading and excavation previously unidentified soil contamination is observed, by sight or smell, or indicated by testing (by a qualified professional using a portable volatile organic compound analyzer) grading and excavation within the area shall be temporarily halted and redirected around the area at a minimum of 25 feet, until the appropriate evaluation and follow-up measures (as contained in the South Coast Air Quality Management District's Rule 1166) are implemented to make the area suitable for grading activities to resume. The contaminated soil shall be evaluated and excavated/disposed of, treated in-situ (in place), or otherwise managed and disposed of in accordance with all applicable federal, State, and local laws and regulations.	Site verification	Ongoing during construction of the Project	Applicant	South Coast Air Quality Management District
WATER QUALITY					
Water Quality Project Design Features					
PDF:	The homeowners association (HOA) shall implement covenants, conditions and restrictions (CC&Rs) providing for a regular street sweeping program, a public education program regarding the proper application, storage, and disposal of pesticides, fines for littering, and the provision of storm drain stenciling stating "No Dumping-Drains to Waterways." Common area litter control shall include a litter patrol, covered trash receptacles, emptying of trash receptacles in a timely fashion, and noting trash violations by tenants/homeowners and reporting the violations to the owner/HOA for investigation.	Applicant to maintain documentation demonstrating compliance	Ongoing during the lifetime of the Project	Applicant	County of Los Angeles Department of Regional Planning

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
LAND USE					
Land Use Project Design Features					
PDF:	The Project will maintain approximately 225.02 acres of recreation and open space, including, a public park (7.45 acres), a recreation area (28.28 acres), and natural open space (189.29 acres). Approximately 4.5 miles of trails will be constructed throughout the Project with approximately 3,000 linear feet of public multi-purpose trails to provide a complete system and access to the local and regional trail system. Enhanced trailheads provide gathering points and connectivity to the local regional trail system. Trail standards will be in accordance with the Castaic Area CSD and other applicable requirements. Contour grading, curvilinear street design, terraced drains, terraced slopes and related project design features have been incorporated as project best management practices. To minimize Project Site grading, the Project proposes to use existing pads in the easterly portion of the Project Site to the extent feasible. The Project plan emphasizes open space and connections to adjoining areas by maintaining approximately 189.29 acres of land as natural open space. These areas include approximately 123.25 acres of open space that would remain largely native in character. The westerly ridgeline will be largely undisturbed other than to restore and stabilize the slope as needed due to prior work on the ridgeline (which included early-stage grading operations within its setback limits, including but not limited to: clearing and grubbing, the grading of a construction road along its crest and over the crest in at least two places, and mining operations of natural sand deposits for use as utility beddings elsewhere on the Project Site) and the proposed Barcelona Road extension, which would not traverse the primary portion of the ridgeline (as is permitted by the Prior Entitlements) but would instead cross over a secondary portion of the ridgeline in one location in an area subject to such prior disturbance of the ridgeline.	Applicant to maintain documentation demonstrating compliance	Ongoing during the lifetime of the Project	Applicant	County of Los Angeles Department of Regional Planning

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
Land Use Project Design Features (continued)					
	Site Orientation to Optimize Solar and Wind. Buildings will be oriented to optimize solar access, passive (such as daylighting) and active design techniques and cross breezes through the buildings. Solar Photovoltaics (PV) systems are to be installed in the common areas and Clubhouse structure to help offset Project energy use. Bicycle Parking. For five percent of visitor parking spaces, permanently anchored bicycle racks will be provided within 200 feet of the visitors' entrance of the Clubhouse. Electric Vehicle (EV) Charging. One charging station will be provided at the clubhouse. All residential units will have capability for electric charging. Residential Dwellings Energy Efficiency. All residential dwellings shall be designed and constructed to be a minimum of 15 percent better than the 2013 Energy Code. Clubhouse Building Energy Efficiency. The clubhouse will be designed and constructed to meet zero net electric by incorporating passive solar techniques, high efficiency technologies, ENERGY STAR appliances, solid state LED adaptive lighting; coupled with solar PV to offset electrical loads. Solar Energy CC&Rs. Applicant will develop Solar Energy CC&Rs to protect solar access throughout the community in perpetuity. Model Demonstration – Recycling Stations. Recycling stations shall be included in every model home. Recycling stations will be a standard feature in all residences to include a minimum of paper, corrugated cardboard, glass, plastics, and metals. Model Demonstration – EV Charging. Electric Vehicle chargers will be installed and functional in at least one model home				

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
Land Use Project Design Features (continued)					
	within each of the model complexes. EV charging will be offered as an option for every potential homebuyer. Los Valles Community Recycling Program. The Project Applicant will develop a community-wide recycling program and design readily available recycling area(s) within the community clubhouse identified for the depositing, storage and collection of non-hazardous materials for recycling to include a minimum of paper, corrugated cardboard, glass, plastics, and metals or meet a lawfully enacted local recycling ordinance if more restrictive. Onsite landscaping clippings will be utilized as mulch within the community common area landscaping and agricultural vineyards and orchards as appropriate. Local Agriculture. Approximately 8.4 acres of vineyards or other productive agricultural uses will be provided on the Project Site. Incorporation of innovative agricultural practices that conserve resources and promote sustainability, such as drip irrigation, hydroponics, and composting will be explored. Community Outdoor Kitchen. A simple outdoor kitchen will be provided for the Los Valles community with places designed for community gatherings. Some possible uses for the outdoor kitchen could be cooking demonstrations, jam making, canning preserves, and winemaking. Homeowner Sustainability Stewardship Program. The Project Applicant will develop Homeowner Sustainability Stewardship Educational Program (Educational Program) which will be made available to all new homebuyers to help educate and build Los Valles Land Stewards for the long-term. This Educational Program can be in the form of electric media rather than printed materials to minimize resource waste.				

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
NOISE					
Noise Project Design Features					
PDF:	Construction of the Project will require the use of various types of equipment that will generate noise and vibration; however, the Project will not utilize pile drivers or rock splitters, which generally cause the most significant construction noise and vibration. The Project also includes limited agricultural development that is expected to consist of tree crops (e.g., citrus fruit) and vineyards. These types of agriculture are typically harvested by hand and do not require the operation of heavy agricultural equipment for maintenance. Some light-duty trucks may be used on the Project Site to assist in the planting, care, harvesting, and transport of goods from the Project Site.	Applicant to maintain documentation demonstrating compliance	Ongoing during the lifetime of the Project	Applicant	County of Los Angeles Department of Regional Planning
Noise Project Mitigation Measures					
MM 5.11-1:	During construction, the Project Applicant shall implement the following construction best management practices (BMPs) to reduce construction noise and vibration levels: Where construction would occur within 200 feet of existing residential development: Construction shall be restricted to between the hours of 8:00 AM and 4:00 PM in order to minimize disturbance of nearby residences. The construction schedule, including the various types of activities that would be occurring throughout the duration of the construction period, anticipated truck routes, and the potential for noise impacts along local roadways from construction-related vehicles shall be prominently posted on the exterior of the Project Site during construction stages. When construction is anticipated to occur within 200 feet of residences, notice of the construction schedule shall be mailed to such residences two weeks prior to commencement of construction activity. Ensure that all internal combustion engine construction	Review and approval of contract specifications The plans shall include notes indicating	Ongoing during construction of the Project	Applicant / Construction Contractor	County of Los Angeles Department of Regional Planning

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
Noise Project Mitigation Measures (continued)					
	equipment is properly muffled or equipped with other noise attenuating devices according to industry standards and maintained in good working condition according to manufacturer's recommendation. Use specially quieted equipment, such as quieted and enclosed air compressors. Place noise- and vibration- generating construction equipment and locate construction staging areas 500 feet from sensitive uses (particularly away from the residential uses located north and east of the Project Site). Use electric air compressors and similar power tools rather than diesel equipment. Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes. In areas where natural barriers such as ridgelines are not located between construction activities and existing residences, the construction contractor shall erect temporary construction noise barriers to reduce noise levels by at least 10 dB(A) at 50 feet of distance. The barriers shall be of sufficient height to interrupt the line-of-sight between equipment being used and neighboring residences and/or be rated at a sound transmission class (STC) that is capable of producing the desired reduction in ambient noise levels. Noise barriers can achieve approximately 1.5 dB of additional noise level reduction for each meter of barrier height above the height that breaks the line of sight. These barriers shall be utilized during grading, site clearing, construction of internal roadways, and paving activities when work will take place within 800 feet from residences. Construction hours, allowable workdays, and the phone number	compliance with the County of Los Angeles Noise Standards and the listed mitigation measures.			

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
Noise Project Mitigation Measures (continued)					
	of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party. Contract specifications shall be included in the Project's construction documents. Contractor must keep log of all complaints and resolution which must be provided to LACDRP within 5 days of request. Construction equipment and materials shall be delivered to the Project Site at the Hasley Canyon Road entrance to the site.				
PUBLIC SERVICES					
PUBLIC SERVICES – LIBRARY SERVICES					
Public Services – Library Services Mitigation Measures					
MM 5.12.1-1:	Prior to issuance of each residential building permit, the Applicant shall pay the applicable library facilities fee in effect at the time of issuance of such permit.	Confirmation of payment of required library facilities fee	Mitigation to be completed prior to the issuance of first residential building permit	Applicant	County of Los Angeles Department of Regional Planning
PUBLIC SERVICES – EDUCATION					
Public Services – Education Mitigation Measures					
MM 5.12.2-1:	The Applicant shall pay all required education facilities fees in accordance with the requirements of the Castaic Union School District and the William S. Hart Union School District at the time of issuance of each building permit for residential or commercial (clubhouse) construction within the Project Site.	Confirmation of payment of required education facility fees	Mitigation to be completed prior to the issuance of first residential building permit	Applicant	County of Los Angeles Department of Regional Planning

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
PUBLIC SERVICES – SHERIFF SERVICES					
Public Services – Sheriff Services Project Design Features					
PDF:	The Applicant, or designee, shall require that if necessary, the use of nighttime lighting during Project construction be limited to only those areas on the construction site requiring illumination; and further shall require that all work and any security lighting be properly shielded and projected downwards, such that light is directed only onto the work site and minimizes light spillover on adjacent uses. Lighting shall consist of the minimum wattage necessary to provide safety at the construction site. The Applicant, or designee, shall have temporary green screen construction fencing of between six and eight feet tall placed along the Project frontage on Hasley Canyon Road. Green screen	Incorporation of the Sheriff Department's design requirements in the Project design, lighting, and landscape plans Submittal and approval of the final Project design, lighting, and landscape plans	Prior to approval of the final design	Applicant	County of Los Angeles Department of Regional Planning
Public Services – Sheriff Services Project Design Features (continued)					
	fencing shall also be placed around any active construction areas on the Project Site, to provide security and to screen construction activity from view. The Applicant, or designee, shall require that all operational outdoor lighting along the Project Site boundary consist of high-efficacy solid state LED (Light Emitting Diode) bi-level adaptive lighting, equipped with full cut off optics that allow no light at or above 90 degrees, so as to illuminate the intended surface and minimize light spillover. During construction, the Applicant shall retain the services of a private security firm to monitor the Project Site.				
Public Services – Sheriff Services Mitigation Measures					
MM 5.12.3-1:	Prior to approval of the final Project design, lighting, and landscape plans, the Applicant shall provide to the Sheriff's Department final design plans incorporating the Sheriff's Department design requirements that could reduce demands for service and ensure adequate public safety shall be incorporated into the building, lighting, and landscape designs. The design	Incorporation of the Sheriff Department's design requirements in the Project design,	Mitigation to be completed prior to approval of the final design	Applicant	County of Los Angeles Department of Regional Planning

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
Public Services – Sheriff Services Mitigation Measures (continued)					
	requirements for this project shall include: • Security lighting in open areas and parking lots; • Street lighting for the Project's streets; • Good visibility of doors and windows from the streets and between buildings on the Project Site; and, • Building address numbers on both residential and commercial/retail uses that are lighted and readily apparent from the streets for emergency response agencies. Use of low-growing groundcover and shade trees, where feasible, rather than a predominance of shrubs that could conceal potential criminal activity around buildings and parking areas.	lighting, and landscape plans Submittal and approval of the final Project design, lighting, and landscape plans			
Public Services – Sheriff Services Mitigation Measures					
	MM 5.12.3-2: The Applicant shall pay the County's required law enforcement facilities impact fee prior to or concurrent with the issuance of building permits.	Confirmation of payment of the County's required law enforcement facilities impact fee	Mitigation to be completed prior to the issuance of a building permit	Applicant	County of Los Angeles Department of Regional Planning
PUBLIC SERVICES – FIRE SERVICES					
Public Services – Fire Services Mitigation Measures					
	MM 5.12.4-1: Clearance of vegetated areas in each area of the Project Site shall be conducted prior to initiation of grading activities within that area, in accordance with Los Angeles County Fire Department requirements.	Site visit verification	Mitigation to be implemented prior to issuance of grading permits	Applicant	Los Angeles County Fire Department
	MM 5.12.4-2: Prior to issuance of a grading permit, the Applicant shall demonstrate to the County adequate water supply (including fire flow) is available to service any fire suppression activities that arise during the grading stage of the Project. Prior to issuance of the first building permit for the Project, the Applicant shall demonstrate to the County adequate water supply (including fire flow) is available to service any fire suppression activities that arise during the building construction stages of the Project.	Site visit verification	Mitigation to be implemented prior to issuance of grading permits	Applicant	Los Angeles County Fire Department

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
Public Services – Fire Services Mitigation Measures (continued)					
MM 5.12.4-3: In accordance with the County of Los Angeles Fire Department requirements, all required fire hydrants shall be installed, tested and accepted or bonded prior to construction. These hydrants shall be located in conformance with Los Angeles County Fire and Building Codes. Vehicular access shall be provided and maintained throughout construction to all required fire hydrants. All hydrants shall conform to current American Water Works Association standard C503 or approved equal and the requirements of the Los Angeles County Fire and Building Codes.		Site visit verification	Mitigation to be completed prior to issuance of the first building permits	Applicant	Los Angeles County Fire Department
MM 5.12.4-4: Fire Department access shall be extended to within 150 feet distance of any exterior portion of all structures.		Site visit verification	Mitigation to be completed prior to issuance of the first building permits	Applicant	Los Angeles County Fire Department
MM 5.12.4-5: Prior to issuance of the first building permit for a residential structure, the Applicant shall submit a Final Fuel Modification Plan, and a Landscape and Irrigation Plan to the Los Angeles County Fire Department for review and approval.		Review and approval of a Final Fuel Modification Plan and a Landscape and Irrigation Plan	Mitigation to be completed prior to issuance of the first building permit for a residential structure	Applicant	Los Angeles County Fire Department
MM 5.12.4-6: Prior the issuance of the first building permit for a residential structure, the Applicant shall submit a fire exhibit that depicts detailed design requirements to the County of Los Angeles Fire Department. The fire exhibit shall include the following elements: Location of water mains and fire hydrants, and acknowledgement of fire flow requirements, as required by the Los Angeles County Fire Department, for all land shown on the recorded vesting final tract map. • All fire lanes must not be less than 26 feet paved width (clear to sky and unobstructed) and posted and red curbed "NO PARKING – FIRE LANE."		Review and approval of a fire exhibit	Mitigation to be completed prior to issuance of the first building permit for a residential structure	Applicant	Los Angeles County Fire Department

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
Public Services – Fire Services Mitigation Measures (continued)					
	• Private driveways shall be indicated on the final vesting tract map as "Private Driveway and Fire Lane," with the widths clearly depicted, and shall be maintained in accordance with the Fire Code.				
MM 5.12.4-7:	The Applicant shall provide the Los Angeles County Fire Department with street signs and building access numbers for review and approval prior to issuance of the first certificate of occupancy.	Review and approval of street signs and building access numbers	Mitigation to be completed prior to issuance of the first certificate of occupancy	Applicant	Los Angeles County Fire Department
MM 5.12.4-8:	Concurrent with the issuance of building permits, the Applicant shall pay the required fire protection facilities fees to the County of Los Angeles.	Confirmation of payment of the County's required law enforcement facilities impact fee	Mitigation to be completed prior to issuance of the first building permit	Applicant	Los Angeles County Fire Department
RECREATION					
Recreation Project Design Features					
PDF:	As a condition to recording of the last phase of the final tract map, the Applicant will dedicate approximately 3,000 linear feet of multi-use trail to the County. The Applicant will be responsible for all costs associated with construction of the trail. The trail will be designed in accordance with the County's standard trail design in terms of width and materials. The Applicant will construct a 7.45 acre park, of which 5.28 acres will be dedicated to the County; the remaining 2.17 acres will be maintained as a park, to County park standards, by the HOA; the 2.17 acres will be publically accessible pursuant to an easement for public access/ use .	Site visit verification	To be completed prior to issuance of the first building permits	Applicant	Los Angeles County Department of Regional Planning

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
TRANSPORTATION AND TRAFFIC					
Transportation and Traffic Project Design Features					
PDF:	Prior to issuance of an encroachment permit within the public right-of-way, the Permittee, in coordination with LACDPW, shall submit a Traffic Control Plan to be implemented during construction of the Project. The Traffic Control Plan shall identify all traffic control measures, signs, and delineator to be implemented by the construction contractor through the duration of the construction activities associated with Project improvements within public right-of-way. The Traffic Control plan shall be subject to final approval by LACDPW. If any additional agencies require approval, it will be the responsibility of the Applicant to obtain such approvals.	Preparation of a Traffic Control Plan	Prior to commencement of construction activities	Construction contractor or designee	Los Angeles County Department of Public Works
Transportation and Traffic – Mitigation Measures					
MM 5.14-1:	As a condition to recording of the last phase of the final tract map, the Applicant shall provide a performance bond for 100 percent of the estimated costs of installation of a traffic signal at the intersection of Hasley Canyon Road and the Project Site main entrance. Commencing upon issuance of the certificate of occupancy for the 450th unit and for up to four successive years	Provide a performance bond for 100 percent of the estimated cost of installation of a traffic signal at the	Commencement upon issuance of the certificate of occupancy for the	Applicant	County of Los Angeles Department of
	thereafter, a peak hour warrant analysis shall be conducted annually per LACDPW standards to determine if a traffic signal is warranted. The Applicant shall be responsible for the costs associated with the warrant analysis and the installation of the traffic signal if determined to be necessary following the completion of the peak hour warrant analysis. The bond shall be released by the County upon the completion of the warrant studies with no traffic signal required or completion of construction of the traffic signal by the Applicant.	intersection of Hasley Canyon Road and the Project Site main entrance. Yearly peak hour warrant analysis for up to four successive years Depending on the outcome of the warrant of the analysis; a) the bond shall be	450th unit and for up to four successive years		Regional Planning County of Los Angeles Department of Public Works

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
Transportation and Traffic – Mitigation Measures (continued)					
		released by the County upon completion of the warrant studies with no traffic signal required b) completion of construction of the traffic signal by the Applicant			
UTILITIES AND SERVICE SYSTEMS					
UTILITIES AND SERVICE SYSTEMS – WATER SUPPLY					
Utilities and Service Systems – Water Supply Mitigation Measures					
MM 5.15.1-1:	Prior to issuance of a grading permit, the Applicant will obtain a will serve letter from LACWWD 36 that indicates the water district's commitment to serve the Project. The will serve letter shall be provided to the County Department of Public Health.	Confirmation of receipt of a will serve letter from LACWWD 36	Mitigation to be completed prior to issuance of the grading permit	Applicant	County of Los Angeles Department of Public Health
UTILITIES AND SERVICE SYSTEMS – SOLID WASTE					
Utilities and Service Systems – Solid Waste Project Design Features					
PDF:	Provide information to residents about curbside recycling and where to obtain additional information regarding the full range of the Los Angeles County's recycling programs, including those for hazardous materials and E-waste. Provide residents with color-coded bins (typically blue, black, and green) for the separation of recyclable material for solid waste collection. The Applicant will develop a community-wide recycling program and design readily available recycling area(s) within the community clubhouse identified for the depositing, storage and collection of non-hazardous materials for recycling to include a minimum of paper, corrugated cardboard, glass, plastics, and metals or meet a lawfully enacted local recycling	Applicant to maintain documentation demonstrating compliance	Ongoing during the lifetime of the Project	Applicant	County of Los Angeles Department of Regional Planning

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
Utilities and Service Systems – Solid Waste Project Design Features (continued)					
	ordinance if more restrictive. Onsite landscaping clippings will be utilized as mulch within the community common area landscaping and agricultural vineyards and orchards as appropriate. All builders within Los Valles will be required to design recycling stations within all residential units to include a minimum of paper, corrugated cardboard, glass, plastics, and metals or meet a lawfully enacted local recycling ordinance if more restrictive. The Project shall comply with at least two voluntary measures included in Appendix A4 of the CALGreen Building Code. At the time of final inspection, an Operations & Maintenance Manual shall be kept on the Project Site. The manual shall include operation and maintenance instructions for equipment and appliances, landscape equipment, and roof and yard drainage, located on the Project Site.				
PDF:	The Construction and Demolition Debris Recycling and Reuse Plan shall be provided to the LACDPW for review and approval, prior to the issuance of the grading permit.	Preparation of a Construction and Demolition Debris Recycling and Reuse Plan	Prior to commencement of construction activities	Applicant	County of Los Angeles Health Department
	To reduce the volume of solid waste generated by the operation of the Project, a solid waste management plan shall be developed by the Applicant. This plan shall be reviewed and approved by the County of Los Angeles Health Department. The plan shall identify methods to promote recycling and re-use of materials, as well as safe disposal consistent with the policies and programs contained within the SRRE. Methods shall include providing recycling bins for each single-family residence and shall set a goal of solid waste diversion program of 75 percent for Project operations (as mandated under the County's waste management ordinance beginning in 2020).				

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
UTILITIES AND SERVICE SYSTEMS – WASTEWATER					
Utilities and Service Systems – Wastewater Project Design Features					
PDF:	The Project would include project design features (PDFs) with regard to water conservation to reduce water demand, which would also serve to reduce associated wastewater generation. These include high efficiency fixtures in the residences, park restroom facilities, and community center. The Project uses would not generate wastewater that would require additional treatment beyond that provided to domestic wastewater and sewage lines from bathrooms, restrooms, and kitchens.	Applicant to maintain documentation demonstrating compliance	Ongoing during the lifetime of the Project	Applicant	County of Los Angeles Department of Regional Planning
Utilities and Service Systems – Wastewater Mitigation Measures					
MM 5.15.3-1:	Prior to issuance of a grading permit, the Applicant shall submit to LACDPW for review and approval an addendum to the sewer area study that provides flow data and flow calculations for the LACDPW selected manholes downstream from the Project Site. The Applicant shall be responsible for upsizing any sewer reach determined, based on the LACPDW criteria, to be of insufficient capacity as a result of the addition of Project flow. Replacement of the affected pipe shall occur prior to operation of the Project.	Submit project sewer plans. flow tests, and maintenance records to the LADPW for review and approval	Mitigation to be completed prior to issuance of the first certificate of occupancy	Applicant	County of Los Angeles Department of Regional Planning County of Los Angeles Department of Public Works
UTILITIES AND SERVICE SYSTEMS – ELECTRICITY AND NATURAL GAS					
Utilities and Service Systems – Electricity and Natural Gas Project Design Features					
PDF:	Site and Building Orientation to Optimize Solar and Wind. Orient the site plan and buildings to optimize solar access, passive and active design techniques and cross breezes through the buildings. Passive Solar techniques, such as daylighting, and other passive techniques, are to be incorporated into the Clubhouse and residential units to help reduce the energy loads. Care will be given in the landscape design to avoid shading roofs with a 110 - 270 degree roof orientation. Solar Photovoltaics (PV) systems are to be installed in the common areas and clubhouse structure to help reduce energy loads.	Applicant to maintain documentation demonstrating compliance	Ongoing during the lifetime of the Project	Applicant	County of Los Angeles Department of Regional Planning

Environmental Factor	Project Design Features/Mitigation Measure	Action Required	When Monitoring to Occur	Responsible Agency or Party	Monitoring Agency or Party
Utilities and Service Systems – Electricity and Natural Gas Project Design Features (continued)					
	Residential Dwellings Energy Efficiency. All residential dwellings shall be designed and constructed to be a minimum of 15 percent better than the 2013 Energy Code. Solar Ready Roofs. A minimum of 250 square feet of non-shaded roof will be reserved on each home for a solar zone within a 110* - 270* orientation. Clubhouse Building Energy Efficiency. The clubhouse will be designed and constructed to meet zero net electric by incorporating passive solar techniques, high efficiency technologies, ENERGY STAR appliances, solid state LED adaptive lighting; coupled with solar PV to offset electrical loads. Solar Ready Roofs. A sufficient solar zone area will be designed as part of the clubhouse building and shade structures to maximize solar generation, while at the same time, maintaining aesthetic appeal with orientation between 110* - 270*. Solar Energy CC&Rs. Applicant shall develop Solar Energy CC&Rs to protect solar access throughout the community in perpetuity. Model Demonstration – EV Charging. Each builder will be required to have Electric Vehicle Chargers installed and functional in at least one of the models within each of the model complexes, and offer this as an option for every potential homebuyer. LED Street Lighting. The Project will utilize solid-state LED high efficacy street lighting throughout the Project's private streets, as approved by the local jurisdiction, for significant energy savings, maintenance and operations enhancements.				

FINDINGS OF FACT and

STATEMENT of OVERRIDING CONSIDERATIONS

regarding LOS VALLES

PROJECT NO.: 98-034-(5)

REVISED VESTING TENTATIVE MAP NO.: 52584-1

VARIANCE NO.: 201300003

CONDITIONAL USE PERMIT NO.: 201300081

OAK TREE PERMIT NO.: 201300023

STATE CLEARINGHOUSE NUMBER: 2013121056

COUNTY OF LOS ANGELES DEPARTMENT OF REGIONAL PLANNING

320 WEST TEMPLE STREET

LOS ANGELES, CALIFORNIA 90012

FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS
REGARDING THE FINAL ENVIRONMENTAL IMPACT REPORT

(STATE CLEARINGHOUSE NUMBER 2013121056)

FOR LOS VALLES

(COUNTY PROJECT NUMBER R98-034(5))

I. INTRODUCTION

The Regional Planning Commission ("Commission") of the County of Los Angeles ("County") hereby certifies the Los Valles Project Final Environmental Impact Report, State Clearinghouse Number 2013121056, which consists of the Draft Environmental Impact Report ("Draft EIR") dated March 2016, Technical Appendices to the Draft EIR dated March 2016, and the Final Environmental Impact Report, including Responses to Comments dated September 2016 collectively referred to as the "Final EIR," and finds that the Final EIR has been completed in compliance with the California Environmental Quality Act (Public Resources Code §§ 21000, *et seq*.) ("CEQA"). The Commission further hereby certifies that it has received, reviewed, and considered the information contained in the Final EIR; the applications for Revised Vesting Tentative Map ("VTTM") 52584-1, Variance T201300003, Conditional Use Permit ("CUP") T201300081, and Oak Tree Permit T201300023 (collectively, the "Project Approvals") to permit the construction of a single-family residential development of 497 dwelling units, together with community amenities and related on-site and off-site infrastructure, as further described below; all hearings and submissions of testimony from officials and departments of the County, the applicant, SFI Los Valles, LLC ("Applicant"), the public and other municipalities and agencies; and all other pertinent information in the record of proceedings. Concurrently with the adoption of these findings, the Commission adopts the Mitigation Monitoring and Reporting Program (hereinafter referred to as the "MMRP") attached as Exhibit A to these findings. Initially capitalized terms but not defined in these findings have the meanings set forth in the Final EIR.

II. PROPOSED PROJECT CHARACTERISTICS AND BACKGROUND

Project Setting

The Project is proposed to be developed on a 430.4-acre property in the Castaic community of the unincorporated County (the "Project site") situated immediately north of Hasley Canyon Road between Gibraltar Lane and Sloan Canyon Road, to the northeast of the intersection of Hasley Canyon Road and Del Valle Road. Primary access to the Project site is provided from Hasley Canyon Road. Regional access to the Project site is provided by the I-5 freeway located approximately 1.9 miles to the east of the Project site, and by State Route 126 located south of the Project site.

Project Description

The Applicant proposes to (a) subdivide the undeveloped, and substantially graded Project site into approximately 564 lots and (b) construct (1) a single-family residential development of 497 dwelling units on approximately 144.13 acres of land, with lot sizes ranging from 8,300 square feet to 16,700 square feet, (2) approximately 185.6 acres of privately owned open space including approximately 119.56 acres of non-irrigated open space and/or open space landscaped with native vegetation (hereafter referred to as "natural open space"), approximately 59.6 acres of slopes and area that may be utilized to achieve required mitigation (as further described in Mitigation Measure 5.3-5 of the Final EIR); (3) a 7.45 acre park (comprised of a 5.28 acre park to be dedicated to the County and an adjoining 2.17 acres to be owned and maintained by the homeowner's association, but made publicly accessible for park purposes through grant of easement to the County), (4) approximately 32.31 acres for private recreational use including a community recreation center, 5.06 acres of vineyards, and a 4.07 acre orchard, (5) an approximately 16 foot wide, 3,000 square foot linear foot trail for hiking, mountain biking and equestrian use connecting to the regional trail system that will be dedicated to the County for public use, and (6) approximately 4.5 miles of internal pedestrian trails linking the Project community and providing access to open space (the "Project"). As part of the Project, the Applicant proposes to construct: water infrastructure including a 850,000 gallon water tank (supplementing the existing 750,000 gallon water tank) on an approximately 1.55 acre lot, approximately 8.07 acres of storm drain basins, 53.16 acres of streets and on-site utilities and infrastructure, and certain off-site infrastructure improvements consisting of a water, sewer and natural gas pipeline connections and addition of a vehicular left turn lane into the Project entry from eastbound Hasley Canyon Road. The Project is

designed to be consistent with the Santa Clarita Valley Area Plan (updated in 2012), which designates the Project site as a residential neighborhood requiring urban services, the standards set forth in the Castaic Area Community Standards District ("Castaic CSD") and developed residential communities situated north, east, and southeast of the Project site.

A design objective of the Project is to provide a transition between the suburban, smaller-lot subdivisions situated to the north and east and the low-density equestrian estate homes[1] and privately owned undeveloped land to the west and south. To accomplish this objective, the Project plan emphasizes the protection of open space and undisturbed connections to these adjoining areas by retaining as natural open space approximately 119.56 acres of land. These natural open space areas are primarily located adjacent to existing off-site open space located to the north and northeast, contiguous to existing undeveloped ridgelines, and along the westerly ridgeline and areas further to the west on the Project site in areas contiguous with undeveloped land.

The Project site includes two ridgelines (referred to in the Draft EIR as the easterly ridgeline and the westerly ridgeline) that were designated as primary and secondary significant ridgelines by the County following approval by the County of VTTM No. 52584 and CUP and Oak Tree Permit Nos. 98-034-(5) (the "Prior Entitlements"), which entitlements authorize a housing and golf course project and removal of the ridgelines on the Project site. As a result of the extensive on-site grading activity authorized by the Prior Entitlements and carried out between 2006 and 2008, areas of the easterly ridgeline that had been designated by the County as significant primary and secondary ridgelines were almost entirely removed and portions of the westerly primary ridgeline were also graded. While a small portion of the easterly primary ridgeline remains outside of the grading limits (at the northern edge of the Project site), the primary portion of the easterly ridgeline has been entirely removed within the grading limits of the Prior Entitlements. Only two small non-contiguous portions of the secondary ridgeline remain on the Project site within the grading limits. During proposed Project grading operations, the two remaining noncontiguous portions of the easterly ridgeline would be removed. As further described below, the extensive remaining portions of the westerly significant primary and secondary ridgeline will be

[1] See Santa Clarita Valley Area Plan (2012) Chapter 2, Land Use, Page 25 (description of Hasley Canyon subarea).

substantially preserved.

The primary Project access point is proposed to be taken from Hasley Canyon Road. Residential uses would be set back from Hasley Canyon Road with a series of landscaped areas. A recreation area that will include a vineyard, landscaped open space, and a clubhouse, is proposed east and immediately north of the Hasley Canyon Road entrance. West of the Hasley Canyon Project entrance, immediately west of the proposed community center, a citrus orchard is planned. Approximately 350 feet north of the entrance, a traffic roundabout would distribute vehicles to the eastern and western portions of the Project site. The vineyard and orchard would soften the overall view toward the interior of the Project site from Hasley Canyon Road. Lastly, the existing golf cart tunnels on the Project site that were part of the partially constructed golf course will be repurposed as pedestrian tunnels.

The Project will comply with the Los Angeles County Green Building Program, which consists of the County's Green Building Standards Code and third-party certifications as required in Table 22.52.2130-1; Low Impact Development Ordinance, and Drought Tolerant and Native Landscaping Ordinances; all Mandatory Measures of the 2013 California Green Building Standards Code;2 the Los Angeles County's Healthy Design Ordinance; the Santa Clarita Valley Area Plan A (2012) and applicable Castaic CSD standards. The Project will also meet or exceed all 2013 CALGreen Residential Mandatory measures in Chapter 4, Divisions 4.1 through 4.5 and Chapter 7 as applicable; 2013 CALGreen Tier 1 Prerequisite Measures and required minimum Tier 1 Elective Measures for Residential Uses.

In addition to the required compliance measures listed above, the Project includes the following sustainable features:

Location. Nearby freeway access and adjacency to services and jobs (shown in DEIR Figure 3.0-2 Project Boundary and Environmental Setting) helps to avoid vehicle trips (VT) and vehicle miles traveled (VMT).

Open Space. The Project will maintain approximately 185.6 acres of open space, including slopes and natural areas. An additional 32.31 acres of recreation including a 7.45 acre park (of which 5.28 acres will be dedicated and maintained by the

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[2] The 2013 California Green Building Standards Code, Title 24, Part 11 (CALGreen), was adopted by reference in and amended by Title 31 (Green Building Standards Code) of the Los Angeles County Code ("LACC") on November 25, 2013 by the Los Angeles County Board of Supervisors under Ordinance 2013-0003.

County), secondary park sites and other recreation areas.

Trail System. Approximately 4.5 miles of trails will be constructed throughout the Project and approximately 3,000 linear feet of multi-purpose trail area will be dedicated to the County at the westerly portion of the Project site to provide access to the local and regional trail system. Trail standards will be in accordance with the Castaic CSD and other applicable requirements.

Hillside Management. Contour grading, curvilinear street design, terraced \drains, terraced slopes, and Project Design Features (as set forth in Sections 5.6 Geology and Soils and Section 5.9 Hydrology of the Draft EIR) have been incorporated as Project best management practices.

Significant Ridgeline Protection. To minimize Project site grading, the Project proposes to use existing pads in the easterly portion of the Project site to the extent feasible. The Project plan emphasizes open space and connections to adjoining areas by maintaining approximately 185.6 acres of land, including slopes, as open space, of which approximately 119.56 acres of open space would remain largely native in character. The westerly ridgeline will be largely undisturbed other than to restore and stabilize the slope as needed due to prior work on the ridgeline (which included early-stage grading operations within its setback limits, including but not limited to: clearing and grubbing, the grading of a construction road along its crest and over the crest in at least two places, and mining operations of natural sand deposits for use as utility beddings elsewhere on the Project site) and the proposed Barcelona Road extension, which would not traverse the primary portion of the ridgeline (as is permitted by the Prior Entitlements) but would instead cross over a secondary portion of the ridgeline in one location.

Healthy Communities. Project streets are designed to be safe and integrate a network of roadways and connector trails for a walkable community. Sidewalks, on-street parking, tree canopies, curbs and gutters, and narrower intersections with smaller radii are some of the Project's healthy walkable street features. A public park and secondary parks provide opportunities for outdoor activity. Vineyards and orchards can be accessed by foot and may provide local food.

Site and Building Orientation to Optimize Solar. Buildings will be oriented to optimize passive solar access (such as daylighting).

Solar Photovoltaics (PV) systems are to be installed in the common areas and

clubhouse structure to help offset Project energy use.

Bicycle Parking. For five percent of visitor parking spaces, permanently anchored bicycle racks will be provided within 200 feet of the visitors' entrance of the Clubhouse.

Electric Vehicle (EV) Charging. One charging station will be provided at the clubhouse. All residential units will have capability for electric charging.

Reduce Heat Island Effect. Tree canopy cover, light colored paving, and roofing materials will be used to reduce heat island effect.

Residential Dwellings Energy Efficiency. All residential dwellings shall be designed and constructed to be a minimum of 15 percent better than the 2013 Energy Code.

Clubhouse Building Energy Efficiency. The clubhouse will be designed and constructed to meet zero net electric by incorporating passive solar techniques, high efficiency technologies, ENERGY STAR appliances, solid state LED adaptive lighting, coupled with solar PV to offset electrical loads.

Solar Energy CC&Rs. Applicant will develop solar energy CC&Rs to protect solar access throughout the community in perpetuity.

Model Demonstration - ZNE-TDV. Each builder shall be required to build and demonstrate at least one model at each model complex, as Zero Net Energy (ZNE-TDV[3]) option to potential homebuyers. This is to be consistent with 2013 Title 24, Part 6, Tier 2; 30 percent better than the 2013 energy code and solar photovoltaic (PV) panels sufficient to offset 100 percent of the energy load over 12 months. [Note: This ZNE-TDV Tier is expected to be part of the 2016 CALGreen Residential Voluntary Measures; Division A4.2 Energy Efficiency.]

Model Demonstration – Recycling Stations. Recycling stations shall be included in every model home. Recycling stations will be a standard feature in all residences to include a minimum of paper, corrugated cardboard, glass, plastics, and metals.

Model Demonstration – EV Charging. Electric Vehicle chargers will be installed

[3] Zero Net Energy – Time Dependent Valuation.

and functional in at least one model home within each of the model complexes. EV charging will be offered as an option for every potential homebuyer.

Los Valles Community Recycling Program. The Applicant will develop a community-wide recycling program and design readily available recycling area(s) within the community clubhouse identified for the depositing, storage and collection of non-hazardous materials for recycling to include a minimum of paper, corrugated cardboard, glass, plastics, and metals or meet a lawfully enacted local recycling ordinance if more restrictive. Onsite landscaping clippings will be utilized as mulch within the community common area landscaping and agricultural vineyards and orchards as appropriate.

Local Agriculture. Approximately 9.13 acres of vineyards and other productive agricultural uses will be provided on the Project site. Incorporation of innovative agricultural practices that conserve resources and promote sustainability, such as drip irrigation, hydroponics, and composting will be explored.

Community Outdoor Kitchen. A simple outdoor kitchen will be provided for the Los Valles community with places designed for community gatherings. Some possible uses for the outdoor kitchen could be cooking demonstrations, jam making, canning preserves, and winemaking.

Homeowner Sustainability Stewardship Program. The Project Applicant will develop Homeowner Sustainability Stewardship Educational Program (Educational Program) which will be made available to all new homebuyers to help educate and build Los Valles Land Stewards for the long-term. This Educational Program can be in the form of electric media rather than printed materials to minimize resource waste.

Potential On-Site Hydromodification Controls (Interim Controls)

The Project described in the Final EIR assumes implementation of offsite, downstream (from the Project site) channel improvements to approximately 1,400 feet of Hasley Creek within the Newhall Ranch property (included within County Vesting Tentative Parcel Map No. 18108), consisting of one or more grade stabilization structures within the natural channel bottom and bank protection on the sides of the channel to increase the capacity of stormwater runoff that can be accommodated within the Santa Clara River watershed downstream of the Project site (referred to herein and in the Draft EIR as the “planned channel improvements”). At the time of completion of the Final EIR these planned

channel improvements have not been constructed and the improvements are not within the control of the Applicant. Per the Los Angeles County Department of Public Works (LACDPW), stormwater associated with the Project will not result in significant impacts to the hydrology environment should the planned channel improvements be completed.

However, if the planned channel improvements are not implemented prior to the completion of grading, to avoid downstream hydromodification impacts LACDPW would require, as an interim condition, that hydromodification controls be constructed on the Project site (referred to herein and in the Draft EIR as the "Interim Controls".) The Interim Controls consist of construction and maintenance of two water retention basins on approximately 7.3 acres of land in two locations on the Project site. Specifically, in the interim condition, within the approximately 3.2 acre westerly retention basin area a retention basin would be constructed in lieu of 13 single-family homes described as part of the Project and in the second retention basin area (approximately 4.1 acres) a 3.25 acre vineyard area would be replaced by a retention basin. The Retention Basins locations are shown in DEIR Figure 4.0-13 Retention Basin Areas. This work would occur concurrently with mass grading and infrastructure construction on the remainder of the Project site. The Retention Basins would be landscaped, but due to their location at the Project entrance, would be visible to passersby on Hasley Canyon Road. The Interim Controls would remain in place until the planned channel improvements are completed; however, if the planned channel improvements are never constructed the Interim Control development would become permanent.

If and when the planned channel improvements are completed to the County's satisfaction, the Interim Controls would be removed and the remaining buildout of the Project, comprised of 13 homes in the area of Retention Basin 1 and a 3.25 acre vineyard in the area of Retention Basin 2, would be carried out.

An additional 115,000 cubic yards of combined cut and fill would be required to remove the Interim Controls and complete the Project.

To conservatively analyze the impacts of the Project, the Final EIR evaluates the potential impacts of the Project as a whole, because in that configuration, the Project includes 13 additional homes and a vineyard in lieu of retention basins. In certain instances, however, the construction and/or operation of the Interim Controls and the subsequent completion of the Project could lead to greater and/or slightly different impacts. Where it is possible that construction/operation of the Project with the Interim Controls would lead to greater impacts than the full Project buildout, the Final EIR analyzes the scenario in which the greatest potential impact would occur. In certain scenarios, these two scenarios (Interim

Controls and final Project buildout) could have different impacts; in such cases, both scenarios are analyzed. The scenario for which greater impacts would occur is identified and analyzed for each environmental impact section in the Draft EIR and the findings below analyze the more conservative scenario.

Project site History

The Project site has been extensively graded as a result of past activities. In the 1960s approximately 145 acres in the western portion of the Project site was developed and used as a golf course that included a golf pro shop and related structures. During the 1970s and 1980s, 10 oil wells were installed in the central west portion of the Project site. These oil wells were closed and properly abandoned in 2003. As part of the previous oil drilling operations, the former golf course pro shop building was used as an office and maintenance shop by the oil company. In addition, two or three mobile homes used by the golf course were on-site in the early 1980s. These structures are no longer present.

In 2002, the County approved the Prior Entitlements, which allowed the development of 209 single-family lots and a private 243-acre golf course on the Project site. As a result of these approvals, from 2006 through 2008, a prior owner of the Project site carried out substantial construction activity to develop the Prior Entitlements. Before grading commenced pursuant to the Prior Entitlements, the Project site included two ridgelines: an easterly ridgeline, located within the boundaries of VTTM No. 52584 Phase 1 (recorded) and Phase 2 (unrecorded) and a westerly ridgeline traversing the Project site from a location east of the connection with Barcelona Road on the north to a location east of Hasley Canyon Creek on the south. Subsequent to approval of the vested Prior Entitlements and commencement of grading activities on the Project site, portions of these ridgelines were mapped by the County as significant primary and secondary ridgelines. This construction activity, which was never completed, included significant landform grading over approximately 66 percent of the Project site (approximately 285 acres), infrastructure installation; including partial installation of electrical infrastructure, storm drains, sewers, graded roadways, golf course fairways, and home pads. As a result of this grading, (1) areas of the easterly ridgeline that had been designated by the County as significant primary and secondary were almost entirely removed, with only two small non-contiguous portions of the secondary ridgeline remaining on the Project site within the grading limits of the Project and (2) areas of the westerly ridgeline were subject to early-stage grading operations

including clearing and grubbing, the grading of a construction road along and over the crest of the ridgeline and mining operations of natural sand deposits for use as utility beddings elsewhere on the Project site. Grading operations under the Prior Entitlements ceased in 2008 prior to the complete removal of the ridgelines for reasons unrelated to any designation of the ridgelines as being significant. Other than a 750,000 gallon water tank, no vertical structures were constructed in connection with the Prior Entitlements.

In sum, as a result of past use on the Project site, including the 1960s golf course, past oil drilling and grading and partial infrastructure installation associated with the Prior Entitlements, the majority of the Project site has been disturbed. While the exact acreage is difficult to estimate, as access roadways and uses overlapped resulting in some areas being graded more than once, it is estimated that approximately 300 acres were graded or disturbed (i.e., through roadway access, etc.) as a direct result of past use on the Project site. In general, only the westernmost portion of the Project site (west of the westerly ridgeline) has not been directly disturbed due to past use, but this area is nonetheless degraded due to substantial erosion from drainage from the residential neighborhood to the north and drainage management under the Project site's Storm Water Pollution Prevention Plan (SWPPP) permit.

Today, a majority of the Project site has been graded and remains in a disturbed state. However, some vegetation remains on the Project site, including scrub and riparian plant alliances, including 22 oak trees. In addition, the westerly ridgeline remains substantially intact and is visible from the Project site and areas to the west.

III. ENVIRONMENTAL DOCUMENTATION BACKGROUND

Initial Study and Determination of Impact Areas to Be Analyzed

Following the Applicant's proposal of the current Project, the County completed an Initial Study for the Project on November 6, 2013, and determined that an Environmental Impact Report ("EIR") was required. Potentially significant environmental impacts addressed in the Draft EIR include: Aesthetics, Air Quality, Biological Resources, Archaeological and Paleontological Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Public Services, Recreation, Transportation and Traffic, and Utilities and Service Systems. The Draft EIR analyzed both individual component and cumulative effects of the Project together with related projects on these

topics, and identified a variety of mitigation measures to mitigate the potential adverse effects of the Project. Related Projects in the vicinity of the Project site are comprised of those projects that are (1) completed but not fully occupied; (2) currently under construction or beginning construction; (3) proposed with applications on file at the County of Los Angeles or City of Santa Clarita as of the date of issuance of the Notice of Preparation; or (4) reasonably foreseeable. These projects (Related Projects) are presented in Table 3.0-1, List of Related Projects, and the locations of the Related Projects are shown in Figure 3.0-6, Location of Related Projects.

In accordance with CEQA requirements, the Final EIR also analyzed potential alternatives to the Project, including: (1) a No Project/No Development Alternative, (2) a Prior Entitlements/Reduced Density Alternative, (3) a Reduced Grading Alternative, and (4) a No Barcelona Road Extension Alternative. Potential environmental impacts of each of these alternatives were discussed as required by CEQA and each alternative was compared to the Project.

The County determined through the Initial Study that the Project would not have the potential to cause significant impacts related to Agricultural/Forest Resources, Historic Resources, and Mineral Resources. Therefore, those issues were not analyzed in the Draft EIR.

EIR Preparation and Public Review Process

In compliance with the 14 California Code of Regulations Section 15000 et seq. (“State CEQA Guidelines”), and specifically, Section 15082, which requires that a Notice of Preparation (“NOP”) be circulated for a 30-day review period, the NOP for the Project was circulated for a 44-day review and comment period, from December 19, 2013 to January 31, 2014, to the State Clearinghouse, various public agencies, and other interested parties. Additionally, a Scoping Meeting was held on January 16, 2014, at the Live Oak Elementary School, 27715 Saddleridge Way, Castaic, California, to facilitate public review and comment on the Project.

The Draft EIR was prepared under the direction and supervision of the Los Angeles County Department of Regional Planning ("DRP"), Impact Analysis Section. DRP also conducted its own independent departmental review and analysis of the Project and the preliminary Draft EIR and circulated copies of the preliminary Draft EIR to all affected County agencies. Interested County agencies conducted an independent review and analysis of the Project and preliminary Draft EIR and provided written

comments on the document, where appropriate, and those comments were incorporated into and made part of the Draft EIR.

The Draft EIR was made available for public comment and input for the period set forth by State law. Pursuant to the provisions of Sections 22.60.174 and 22.60.175 of the County Code, DRP staff provided proper notice to the community by mail, newspaper, property posting, library posting, and on DRP's website regarding DRP's April 14, 2016 Hearing Examiner's hearing on the Draft EIR. Specifically, the public review period commenced on March 15, 2016, when a Notice of Completion and Notice of Availability ("NOC-NOA") was sent to the State Clearinghouse (State Clearinghouse No. 2013121056), and was originally scheduled to end on April 29, 2016. On March 15, 2016, the NOC-NOA for the Draft EIR was posted at the Los Angeles County Recorder's office, and was also sent by mail to required agencies including the State Clearinghouse and other interested parties. The NOC-NOA was also posted on the subject parcel and on DRP's website. Newspaper notices informing the public regarding the public comment period for the Draft EIR and informing the public regarding the Hearing Examiner's hearing on the Draft EIR were published in The Signal Newspaper and La Opinion newspapers on March 12, 2016. On March 7, 2016, this notice was also mailed to property owners and tenants located within a 500-foot radius of the parcel boundaries and to individuals and organizations known to be interested ("Notice Parties"). Notices were posted at two local public libraries and copies of the Draft EIR were available at both Castaic Library and Stevenson Ranch Library. Notices were verified to be posted on the subject parcel and were made available on DRP's website on March 14, 2016. Copies of the Draft EIR were also made available at the Regional Planning Department. At the request of two commenters, the public review comment period was extended by 30 additional days (and notice of the extension sent to all Notice Parties) when it was discovered that the electronic version of the Draft EIR initially posted to the County's website on March 15, 2016 inadvertently failed to contain a table of contents and appendices to the Draft EIR were not posted on the website (although they were available at both the Department of Regional Planning and two local libraries). As a result, the public review period lasted a total of 77 days, significantly exceeding the 45 days as required by Public Resources Code Section 21091.

A DRP Hearing Examiner conducted a duly noticed public hearing at Live Oak Elementary School (located approximately 2.3 miles from the Project site) to take public testimony and comment regarding the Draft EIR on April 14, 2016. As further outlined

in the responses to comments contained in the Final EIR, a total of twelve persons from the public (three of whom represented the Applicant) provided general testimony regarding the Draft EIR and the Project at the hearing.

Following the close of public comment period on the Draft EIR on May 31, 2016, detailed responses to all agency and public comments received regarding the Project and the analyses of the Draft EIR were prepared by DRP staff with assistance of a private consultant and reviewed, and revised as necessary by DRP and other County staff to reflect the County's independent judgment on issues raised. These Responses to Comments are included in the Final EIR

A public hearing on the project and the final EIR was held before the Commission on January 11, 2017, at which the Commission reviewed each of the alternatives presented by the Final EIR and recommended approval of the Project. At the conclusion of that hearing, the Commission made the following environmental findings and granted the Project Approvals.

The documents and other materials that constitute the record of proceedings on which the Commission's CEQA findings are based are located at the County of Los Angeles Department of Regional Planning. This information is provided in compliance with CEQA Section 21081.6(a)(2).

IV. FINDINGS REQUIRED TO BE MADE BY LEAD AGENCY UNDER CEQA

Section 21081 of the California Public Resources Code and Section 15091 of the State CEQA Guidelines (the "Guidelines") require a public agency, prior to approving a project, to identify significant impacts of the project and make one or more of three possible findings for each of the significant impacts. Having received, reviewed, and considered the foregoing information, as well as any and all other information in the record, the Commission, acting as the lead agency under CEQA with respect to the Project, hereby makes findings pursuant to and in accordance with California Public Resources Code Section 21081 as follows:

(a) Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment.

(b) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency,

(c) Specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or alternatives identified in the final environmental impact report.

The County finds and declares that substantial evidence for each and every finding made herein is contained in the Draft EIR, Final EIR, technical studies, and other CEQA related materials, the administrative record, staff reports, information provided by the applicant, each and all of which are incorporated herein by this reference. Moreover, the County finds that where more than one reason exists for any finding, each reason independently supports such finding, and that any reason in support of a given finding individually constitutes a sufficient basis for that finding.

The findings reported in the following pages incorporate the facts and discussions of the environmental impacts that are found to be significant in the Final EIR for the Project as fully set forth therein. Although Section 15091 of the CEQA Guidelines does not require findings to address environmental impacts that an EIR identifies as merely "potentially significant," these findings would nevertheless fully account for all such effects identified in the Final EIR for the purpose of better understanding the full environmental scope of the Project. For each of the significant impacts associated with the Project, the following information is provided:

a) Potential Effects - A specific description of the environmental effects identified in the EIR for each identified impact area, including a judgment regarding the significance of the impact.

b) Project Design Features – Where applicable, identified project design features or actions that are included as part of the Project.

c) Mitigation Measures – Where applicable, identified mitigation measures or actions that are required as part of the Project.

d) Findings- One or more of three specific findings in direct response to CEQA Section 21081 and CEQA Guidelines Section 15091 as discussed in the previous paragraph.

e) Rationale for Finding – A rationale for the specific findings summarizing the reasons for the findings for each impact area.

These findings are based on the most current information available. Accordingly, to the extent there are any apparent conflicts or inconsistencies between the Draft EIR and the Final EIR, on the one hand, and these findings, on the other, these findings

shall control and the Draft EIR and Final EIR or both, as the case may be, are hereby amended as set forth in these findings. Each of the Project Design Features and Mitigation Measures referenced in these findings shall be conditions of project approval to be monitored and enforced by the County pursuant to the building permit process and the MMRP. To the extent feasible, each of the other findings and conditions of approval made by or adopted by the County in connection with the Project are also incorporated herein by this reference.

The Final EIR has been prepared by the County in accordance with CEQA, as amended, and State and County Guidelines for implementation of CEQA. More specifically, the County has relied on Section 15084(d)(3) of the State CEQA Guidelines, which allows acceptance of drafts prepared by the applicant, a consultant retained by the applicant, or any other person. DRP, acting for the County, has reviewed, considered, revised, and edited as necessary the submitted drafts to reflect its own independent judgment, including reliance on County technical personnel from other departments.

Within this Article IV, Section 1 of these findings discusses effects found not to be significant in the Initial Study. Section 2 of these findings discusses the potential environmental effects of the Project which are not significant or which have been mitigated to a less than significant level. Section 3 of these findings discusses the significant environmental effects of the Project which cannot be feasibly mitigated to a level of insignificance. Section 4 discusses the growth-inducing impacts of the Project. Section 5 discusses Other Environmental Considerations, including the significant irreversible environmental changes which would be involved in the Project should it be implemented and the secondary effects of implementation of mitigation measures imposed by the Project. Section 6 discusses the evaluation of Alternatives to the Project. Section 7 discusses the Project's MMRP. Section 8 contains the Statement of Overriding Considerations. Section 9 contains the findings pursuant to Sections 15091 and 15092 of the State CEQA Guidelines. Section 10 contains the findings pursuant to Public Resources Code Section 21082.1(c)(3). Section 11 contains a finding that no recirculation is required. Section 12 identifies the custodian of the record upon which these findings are based. The findings set forth in each section are supported by substantial evidence in the administrative record of the Project.

SECTION 1
EFFECTS FOUND NOT TO BE SIGNIFICANT IN INITIAL STUDY

The County prepared an Initial Study for the Project, which is included in Appendix 1.0-1 of the Draft EIR. The Initial Study provides a detailed discussion of the potential environmental impacts by topic and the reasons that each topical area is or is not analyzed further in the Draft EIR. As further described in the Initial Study, the County determined that the Project would not result in significant impacts related to Agricultural and Forest Resources, Historical Resources, and Mineral Resources.

The rationale for the conclusion that no significant impact will occur in each of these issue areas is summarized below (and set forth in Draft EIR Section 7.0 and in the Initial Study (Appendix 1.0-1 of the Draft EIR), and based on that rationale, and other evidence in the administrative record, the Commission finds that the following environmental impact categories will not result in any significant impacts and that no mitigation measures are needed. These topics have not, therefore, been addressed in detail in the Final EIR.

1. Agricultural And Forest Resources

While the Project site is zoned A-2-2 (an agricultural zone permitting development of single-family residences in conformance with development standards established under the County's R-1 zone), it is located in a suburban area surrounded by residential uses, light industrial and manufacturing uses, equestrian uses and undeveloped open space. There are no agricultural uses in close proximity to the Project site, nor is the Project site mapped as a part of the Farmland Mapping and Monitoring Program of the California Resources Agency or designated as an Agricultural Opportunity Area or subject to a Williamson Act contract. In addition, there are no forest lands or timberlands on the Project site. Thus, no agriculture or forestry impacts would occur and no mitigation measures are required.

2. Historical Resources

With the exception of a 750,000 gallon water tank constructed at the Project site as part of the Prior Entitlements, no structures are presently located on the Project site. As such, no historical resources are presently located on the Project site, and no impacts to any such historical resources could occur as the result of the Project.

3. Mineral Resources

Neither the project site nor surrounding areas are utilized for mineral production and the project site does not contain locally important mineral resources delineated in a general plan, specific plan, or other land use plan. The project site does overlay a former oil field, but all wells have been properly abandoned in conformance with all relevant State and local laws. Therefore, implementation of the Project would not result in the loss of an available known mineral resource with value to the region, and no impact is identified for this issue.

SECTION 2
POTENTIAL ENVIRONMENTAL EFFECTS WHICH ARE NOT SIGNIFICANT OR WHICH HAVE BEEN MITIGATED TO A LESS THAN SIGNIFICANT LEVEL

Based on the Initial Study, the County required that the following topics be analyzed in the Draft EIR: Aesthetics, Air Quality, Biological Resources, Cultural Resources (Archaeological and Paleontological Resources), Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality; Land Use, Noise, Public Services, Recreation, Transportation and Traffic, Water Supply, Solid Waste, Wastewater, and Electricity and Natural Gas.

After analysis in the Draft EIR in Sections 5.1 through 5.15, impacts in the following areas were determined to be less than significant: Biological Resources (Conservation Plans), Geology And Soils (Septic Tanks/Alternative Wastewater Disposal Methods), Hazards And Hazardous Materials (Airport Related), Hydrology And Water Quality (Flooding, Water Quality Standards, Waste Discharge Requirements), Noise (Airport Land Use Plan, Private Air Strip), Population and Housing, and Transportation and Traffic (Dangerous Design, Incompatible Equipment). Based on that analysis and other evidence in the administrative record relating to the Project, the Commission finds that the foregoing environmental impact categories will not result in any significant impacts and that no mitigation measures are needed. The rationale for the conclusion that no significant impact will occur in each of these issue areas is summarized below (and set forth in Draft EIR in Sections 5.1 through 5.15), and based on that rationale, and other evidence in the administrative record, the Commission finds that the preceding environmental impact categories will not result in any significant impacts and that no mitigation measures are needed.

The remaining aspects of the impact categories analyzed in the Draft EIR that were found to have potentially significant impacts that can be reduced to a less than significant level through imposition of Project Design Features, mitigation measures, and condition of approval are discussed below. Construction-period air quality and noise, as well as operational solid waste demands, will generate significant and unavoidable impacts, and are therefore described below in Section 3.

All Final EIR mitigation measures (as set forth in the Mitigation Monitoring Plan attached as Exhibit A to these findings) have been incorporated by reference into the Project's conditions of approval. In addition, the other required conditions of the Project

Approvals further lessen the potential effects of the Project.

The Commission hereby finds, based on the Final EIR, that the Project Design Features and the Project's mitigation measures and conditions of approval will reduce Project-specific impacts concerning Aesthetics, Air Quality (Operation), Biological Resources, Cultural Resources (Archaeological and Paleontological Resources), Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality; Land Use, Noise (Operation), Public Services, Recreation, Transportation and Traffic, Water Supply, Solid Waste (Construction), Wastewater, and Electricity and Natural Gas to a less than significant level.

The Commission finds, based on the Final EIR, that there are no significant cumulative impacts, or that the Project Design Features and the Project's mitigation measures, and conditions of approval will reduce the Project's contribution to less than cumulatively considerable levels, concerning Aesthetics, Air Quality (Operation), Biological Resources, Cultural Resources (Archaeological and Paleontological Resources), Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality; Land Use, Noise (Operation), Public Services, Recreation, Transportation and Traffic, Water Supply, Wastewater, and Electricity and Natural Gas.

Project Impacts

1. Aesthetics

Potential Effect

Implementation of the Project could result in Project-related changes in the visual character of the Project site and surrounding environment. In addition, the Project could create a new source of shadows, light, or glare which could adversely affect day or nighttime views in the area.

Finding

The proposed Project would alter the visual character of the partially graded but undeveloped Project site and create a more intensive developed use. However, the Project's design features and themes, sensitive land use transition treatments, landscaping design, and consistency with applicable plans and regulations will enhance the aesthetic value of the Project site. Therefore, the Project would be consistent with

the visual character of the surrounding area and no impacts would occur. New light sources from the Project would be reviewed and approved by the County of Los Angeles, and building materials would be low reflectivity; therefore, impacts related to lighting and glare would not occur. There are no shade/shadow sensitive uses located in close enough proximity to the Project site that will have shadows cast on them; therefore shade/shadow impacts would not occur.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential significant environmental effects on aesthetics to less than significant levels.

Rationale for Finding

Potential aesthetic impacts are discussed in Section 5.1 of the Draft EIR. Development of the Project would commence with mass and rough grading of the Project site, followed by the construction and installation of backbone infrastructure, followed by the construction of the Project's homes and other structures. Approximately two-thirds of the Project site has previously been graded, and largely remains as exposed dirt with some revegetated scrub. As a result, while the Project's grading phase is expected to be the most visually intrusive due to the combination of earthmoving and equipment on site, visual impacts would predominantly occur within those areas that have not previously been graded on the western side of the Project site. Visual impacts may also occur during the phased construction of residential structures due to the presence of mobile construction equipment and unfinished structures. However, although the visual character of the Project site will be altered from its current condition during construction, this impact is not considered significant for the following reasons: 1) the progressive and temporary nature of the grading and infrastructure construction activities (limited to a total of approximately 24 months); 2) grading and other construction activities are occurring primarily within the previously disturbed areas of the Project site which preserves the visually dominant westerly ridgeline; 3) implementation of Project Design Features that would largely screen active construction operations from motorists and hikers, as their sightlines and views across the Project site would be limited by the construction fencing (a condition similar to the existing condition at the Project site); and; 4) there are already suburbanized developed areas surrounding the Project site (commercial, residential, and institutional). Based on the above, the Project's construction activities would not substantially degrade the existing visual character of the Project site or the surrounding area. Therefore, visual

quality impacts associated with construction of the Project would be less than significant.

Once the Project is completed and fully occupied, the Project site's existing graded areas would be replaced by sensitively designed and landscaped development, and the Project would provide significant natural areas that offer aesthetic value, in particular, the westerly ridgeline and undisturbed open space that borders the Project to the north, east, and west. Once completed, the Project's two water tanks would be screened from view in accordance with the Castaic CSD, including painting the tanks a neutral color that is predominant in the surrounding area so as to blend with the surrounding landscape. In addition, the area disturbed during construction immediately surrounding the water tank's unpaved fire road and fencing would be revegetated with native plants. The entrance to the Project site would be improved with a landscaped roundabout at the entryway, a vineyard, and a citrus grove; or in the Interim Condition, with landscaped Retention Basins. The primary portions of the Project site's westerly ridgeline would remain intact and the natural hills that border the site on the north, east, and west would also remain. As such, the overall changes would produce a "complete" development on the Project site rather than a partially graded and disturbed site. Furthermore, the Project would be shielded from view to the more rural areas of development to the west of the Project site by the largely intact westerly ridge. Therefore, at full buildout, the Project would be in character with development in the surrounding area, and visual impacts would be less than significant.

The Project assumes that off-site downstream channel improvements will be implemented sometime prior to or during Project construction. However, should planned channel improvements downstream of the Project site not be implemented prior to the completion of Project grading, the Los Angeles County Department of Public Works (LACDPW) would require "Interim Controls" consisting of construction and maintenance of two water Retention Basins on the Project site. If and when the planned channel improvements are completed to the County's satisfaction, the Interim Controls would be removed and the remaining buildout of the Project (i.e., the construction of 13 homes, open space areas, and a vineyard to be constructed where the Retention Basins would be located) would be carried out.

Based on these two potential conditions (Project buildout and Interim Controls condition), the Project site's visual experience would change depending on the viewing location and the whether the Interim Controls must be implemented. Therefore, for

each view, the most impactful stage (either full buildout or Interim Controls condition) was identified and analyzed for the Draft EIR.

Project construction under the Interim Controls would occur in a similar manner as described above for the Project, and the timing of Project construction would not change with the implementation of the Interim Controls. As such, construction impacts under the Interim Controls would be similar to the Project and less than significant.

Grading and earthwork associated with the removal of the Interim Controls and grading to achieve the proposed residential and open space construction is assumed to occur over a one month period, while construction of the 13 homes inclusive of the vineyard would require approximately 13 months. Similar to the construction of the overall Project, visual quality impacts are not considered significant due to the limited construction area, which would not be highly visible, as well as the screening of active construction areas with construction fencing.

The Project includes the construction of various off-site infrastructure improvements, which would result in temporary visual quality impacts primarily within existing roadways on largely disturbed or developed land. The construction of these improvements would last fewer than ten days along any given roadway segment, and other than limited aboveground infrastructure (such as a pump station located on the Project site), the utility improvements would involve underground pipelines that would not be visible following installation and repaving of the roadways, or would be located within an existing fenced Castaic Lake Water Agency facility. In addition, the off-site roadway improvements would involve the restriping of the Project entrance where conditions are already developed and disturbed, and the improved intersection would not represent a change in use from existing conditions. As such, the off-site improvements would not substantially damage scenic resources, substantially degrade the existing visual character or quality of the area, or affect an undeveloped or undisturbed area that contains unique aesthetic features. Off-site impacts would be less than significant during both Project construction and operation.

Substantial nighttime lighting is not anticipated during construction within the Project site areas, as most construction activities would occur during daylight hours. As required by the Project Design Features, any required construction and/or security lighting would consist of the minimum wattage necessary to provide safety at the construction site, and would be properly shielded and projected downwards, such that light is directed only onto the work site and minimizes light spillover on adjacent uses.

Additionally, the Project will have temporary green screen construction fencing of between six and eight feet tall placed around the periphery of the Project site, particularly those areas undergoing active construction operations, to provide security and to screen construction activity from view. Accordingly, the Project's potential on-site, short-term lighting impacts during construction would be less than significant.

The Project would not create substantial glare effects during daytime hours, as Project Design Features are proposed to require that only low-reflective building materials such as stucco, wood, and/or stone be used on building exteriors and all windows would use low-reflective or non-reflective glazing. Additionally, landscaping would partially screen residential structures from view from Hasley Canyon Road and as such there would not be an opportunity for eastbound motorists (i.e., the most likely to experience glare conditions) to be affected.

The Project would not introduce any sources of substantial nighttime light or glare. Proposed lighting would be used to create a safe, adequately illuminated nighttime environment on the Project site by illuminating streets, trails, building entrances, outdoor recreational facilities, parking surfaces, and other public places. Decorative lighting would be limited to highlighting architectural accents and landscaping, and would be low intensity. Lighting of high-activity areas, including the Project entrance, the community center and recreational areas are expected to generate the highest light levels on the Project site; however, lighting of these uses would be shielded from off-site vantage points by structures and landscaping. In addition, Project Design Features would require that lighting at these locations would consist of high-efficacy solid state LED bi-level adaptive lighting, equipped with full cut off optics, intended to minimize light spillover. Further, the topography of the Project site would limit the amount of spillover lighting that could affect residences to the north, west, and east. While the Project would be visible from the south, the change in lighting would represent a continuation of the currently developed Valencia Commerce Center directly south of the Project site and the residential neighborhoods to the east of the Project site. Project Design Features and Mitigation Measure MM 5.1-1 are proposed to control the placement and orientation of lighting fixtures to prevent glare or light intrusion into adjacent areas and to be consistent with the County of Los Angeles Rural Outdoor Lighting District Ordinance, (also known as the "Dark Skies" Ordinance) which is applicable to development within the Castaic CSD, including the Project. Such measures would minimize the outward and upward migration of nighttime light, and following implementation of the Project Design Features and Mitigation Measure MM

5.1-1, the introduction of nighttime lighting would not adversely affect nighttime views or create impacts related to nighttime Project lighting in the Project area and impacts would be less than significant.

Project Design Features

- The Applicant, or designee, shall require that if necessary, the use of nighttime lighting during Project construction be limited to only those areas on the construction site requiring illumination; and further shall require that all work and any security lighting be properly shielded and projected downwards, such that light is directed only onto the work site and minimizes light spillover on adjacent uses. Lighting shall consist of the minimum wattage necessary to provide safety at the construction site.
- The Applicant, or designee, shall have temporary green screen construction fencing of between six and eight feet tall placed along the Project frontage on Hasley Canyon Road. Green screen fencing shall also be placed around any active construction areas on the Project site, to provide security and to screen construction activity from view.
- The Applicant, or designee, shall ensure that construction equipment staging and stockpile areas shall be located a minimum of 500 feet from existing residential uses.
- The Applicant, or designee, shall require that all operational outdoor lighting along the Project site boundary consist of high-efficacy solid state LED (Light Emitting Diode) bi-level adaptive lighting, equipped with full cut off optics that allow no light at or above 90 degrees, so as to illuminate the intended surface and minimize light spillover.
- The Applicant, or designee, shall comply with the requirements of the County's Rural Outdoor Lighting District (Dark Skies) Ordinance.
- The Applicant, or designee, shall require that materials used for home exteriors include a mix of textured, non-reflective exterior surfaces such as stucco, wood siding, or other similar materials.
- Low reflective glass would be used for all windows.

Mitigation Measure

- **MM 5.1-1**: Prior to issuance of the first building permit for the Project, the Applicant shall submit the Project's final design drawings, including a lighting plan to the County of Los Angeles Department of Regional Planning for review and approval,

consistent with the County's established codes and procedures.

Through incorporation of the above Project Design Features and Mitigation Measure, potential aesthetic impacts would be less than significant.

2. <u>Air Quality (Operations)</u>

Construction activities will result in significant and unavoidable air quality impacts, and are therefore discussed below in Section 3.

Potential Effect

The Project could have potential impacts on regional and local air quality from construction and long-term operation of the Project. Exposure of sensitive receptors could result from substantial pollutant concentrations. Construction and operation of the Project could conflict with applicable air quality plans, policies, or regulations.

Finding

The Project would be consistent with adopted regulatory policies and guidance regarding air quality, would not contribute to the formation of CO hotspots, would not include the development and operation of any of land uses associated with odor complaints, and would not result in significant operational air quality impacts.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential significant operational environmental effects on air quality to less than significant levels.

Rationale for Finding

Potential air quality impacts are discussed in Section 5.2 of the Draft EIR. If the planned channel improvements are not completed, hydromodification will be necessary on the Project site until the planned channel improvements are completed. For purposes of the Draft EIR's analysis of operational air quality impacts, there would be no material difference in the determination of impacts between the full Project buildout and the Interim Controls condition. Potential changes in construction air quality impacts in connection with the Interim Controls are discussed below in Section 3.

Projects are considered to be consistent with the Southern California Air Quality Management District's ("SCAQMD") Air Quality Management Plan ("AQMP") if they are consistent with the applicable rules and regulations and the population, housing, and

employment assumptions which were used in the development of the AQMP, and which are derived from local general plan documents. The 2012 AQMP most recently adopted by SCAQMD incorporates SCAG's 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy socioeconomic forecast projections of regional population and employment growth. As SCAG's growth forecasting includes extensive outreach and coordination with local jurisdictions to accurately reflect anticipated growth at the local level, it is assumed that the growth reflected in the Santa Clarita Valley Area Plan (2012) is consistent with SCAG's forecast and therefore consistent with the AQMP. Further, the Project is generally consistent with Santa Clarita Valley Area Plan (2012) as demonstrated by Draft EIR Section 5.10, Land Use and Planning, which includes those policies related to air quality. Thus, the Project would be considered consistent with the air quality-related regional plans, and would not have a long-term impact on the region's ability to meet state and federal ambient air quality standards.

Regional operational air pollutant emissions associated with Project operations would be generated by both stationary sources (e.g., consumption of natural gas for space and water heating devices) and mobile sources (e.g., motor vehicles traveling to, from, and within the Project site). Operational emissions for the Project were calculated using default assumptions for trip generation and energy use within the latest version of the CalEEMod emissions modeling program. As shown in the Draft EIR, emissions of VOC, NOx, CO, Sox, PM10, and PM2.5 associated with the operation of the Project are not expected to exceed the SCAQMD significance thresholds. Therefore, the regional air quality impact from Project operational emissions would be less than significant. As a result, there would be no cumulatively considerable net increase of criteria pollutants for which the Project region is in non-attainment under an applicable federal or state ambient air quality standard.

Motor vehicles are a primary source of pollutants within the vicinity of the Project, and traffic congested roadways and intersections have the potential to generate localized high levels of CO referred to as "hotspots." The significance of a project's CO impacts depends on whether existing ambient CO levels in the vicinity of the Project site are above or below state and federal CO standards. If the ambient CO levels are less than these standards and operation of the project causes an exceedance of either the state 1 hour or 8 hour CO concentrations, the Project would be considered to have a significant local impact. If ambient levels already exceed a state or federal standard, Project emissions would be considered significant if they cause an increase in the 1-hour CO concentrations by 1.0 parts per million (ppm) or more or 8-hour CO

concentrations by 0.45 ppm or more. Post-Project maximum future CO concentrations were calculated for peak-hour traffic volumes for both AM and PM using the CALINE4 screening model, which conservatively predicted that future CO concentrations at the studied intersections would not exceed the state 1-hour and 8-hour standards with the operation of the Project, and no significant CO hotspot impacts would occur to sensitive receptors in the vicinity of the intersection. As a result, no significant Project-related impacts would occur relative to future CO concentrations.

Diesel-fueled equipment would emit diesel particulate matter (DPM) which is also known as toxic air contaminants ("TACs"). TACs can be generated by diesel-fueled trucks, generators, or other stationary equipment. The SCAQMD recommends a detailed health risk assessment be performed for DPM for facilities that are substantial sources of DPM. Such sources are considered to be land uses such as truck stops and warehouses. During construction, the Project would result in emissions of TACs primarily from diesel-fueled trucks. The SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. It is therefore not meaningful to evaluate long-term cancer impacts from construction activities which occur over a relatively short duration. In addition, there would be no residual emissions after construction and no corresponding individual cancer risk. As such, toxic emission impacts related to construction activities would be less than significant. The Project would not construct land uses or install stationary sources which would produce substantial amounts of TACs. There are no other substantial sources of other TACs associated with operation of the Project. Therefore, there would be a less than significant impact due to TACs attributed to the Project.

For impacts associated with odors, the SCAQMD considers specific land uses primarily associated with odor complaints (e.g., waste transfer and recycling stations, wastewater treatment plants, landfills, composting operations, petroleum operations, etc.). The Project would not include the development and operation of any of land uses associated with odor complaints. Additionally, the Project would comply with SCAQMD Rule 402 regarding odor nuisances. Any Project generated refuse would be stored in covered containers and removed at regular intervals in compliance with the County's solid waste regulations which would prevent substantial nuisance odors to be perceived off the Project site. Therefore, potential odor impacts associated with construction of the Project and/or the Project operation would be less than significant.

<u>Project Design Features (Operation)</u>

Operation

- As discussed in Section 4.0, Project Description, the following Project Design Features would reduce the amount of air pollutant emissions generated during operation of the Project:
- Nearby freeway access and adjacency to services and jobs helps to avoid vehicle trips and vehicle miles traveled.
- A bus stop is located within a quarter mile of the Project site. Trails provide additional alternatives to auto travel.
- Project streets are designed to be safe and integrate a network of roadways and connector trails for a walkable community. Sidewalks, on-street parking, tree canopies, curbs and gutters, and narrower intersections with smaller radii are some of the Project's healthy walkable street features. A public park and secondary parks provide opportunities for outdoor activity. Vineyards and orchards can be accessed by foot.
- Buildings will be oriented to optimize solar access, passive (such as daylighting) and active design techniques, and cross breezes through the buildings.
- Solar Photovoltaics ("PV") systems are to be installed in the common areas and Clubhouse structure to help offset Project energy use.
- Bicycle Parking would be provided for five percent of visitor parking spaces, including permanently anchored bicycle racks that would be provided within 200 feet of the visitors' entrance of the Clubhouse.
- Electric Vehicle ("EV") Charging
    - Clubhouse. The Project will install at least one electric vehicle charging station at the Clubhouse, and comply with CALGreen Sections 4.106.4.1, 4.106.4.2.2 through and 4.106.4.2.5, to facilitate future installation and use of EV chargers. Electrical vehicle supply equipment (EVSE) shall be installed in accordance with the California Electrical Code, Article 625.
    - Residential Dwelling Units. For each dwelling unit, the Project will install a listed raceway to accommodate a dedicated 208/240-volt branch circuit and comply with CALGreen Section 4.106.4.1 and Section 4.106.4.2.2. The raceway shall originate at the main service or subpanel and shall terminate into a listed cabinet, box, or other EV charger. The service panel and/or subpanel shall provide capacity to install a 40-ampere minimum dedicated branch circuit and space(s) reserved to permit installation of a branch circuit overcurrent protective device. Compliance will include the

Prerequisite EV charging requirements in Section A4.106.8.

- All residential dwellings shall be designed and constructed to be a minimum of 15 percent better than the 2013 Energy Code.
- The Clubhouse will be designed and constructed to meet zero net electric by incorporating passive solar techniques, high efficiency technologies, ENERGY STAR appliances, solid state LED adaptive lighting; coupled with solar PV to offset electrical loads.

  The Project will go beyond the conservation and efficient use of water by utilizing a watershed approach and recognizing the underlying groundwater aquifers in the Project design.
- The Project Applicant will develop Solar Energy CC&Rs to protect solar access throughout the community in perpetuity.
- Each builder shall be required to build and demonstrate at least one model at each model complex, a Zero Net Energy Time Dependent Valuation (ZNE-TDV) option to potential homebuyers. This is to be consistent with 2013 Title 24, Part 6, Tier 2; 30 percent better than the 2013 energy code and install enough PV panels to offset 100 percent of the energy load over 12 months. [Note: This ZNE-TDV Tier is expected to be part of the 2016 CALGreen Residential Voluntary Measures; Division A4.2 Energy Efficiency.]

Mitigation Measures

- No operational mitigation measures are required.

Through incorporation of the above Project Design Features, potential operational air quality impacts would be less than significant.

3. Biological Resources

Potential Effect

The Project could have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife ("CDFW") or U.S. Fish and Wildlife Service (USFWS). The Project could have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local regional plans, policies, regulations, or by the CDFW or the USFWS, or have a substantial adverse effect on federally protected

wetland as defined by Section 404 of the Clean Water Act. The Project could substantially interfere with the movement of native fish or wildlife or migratory wildlife corridors, or conflict with local policies or ordinance or a Habitat Conservation plan intended to protect biological resources.

Finding

With implementation of the mitigation measures identified by the Draft EIR as well as the Project's conditions of approval, potential impacts to biological resources would be reduced to a less than significant level during construction and operation of the Project.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential significant environmental effects on biological resources to less than significant levels.

Rationale for Finding

Potential biological resource impacts are discussed in Section 5.3 of the Draft EIR. If the planned channel improvements are not completed, hydromodification will be necessary on the Project site until the planned channel improvements are completed. For purposes of the Draft EIR's analysis of biological resources, there would be no material difference in the determination of impacts between the full Project buildout and the Interim Controls condition, because whether portions of the Project site are developed as retention basins or homes, they would 1) be disturbed during construction and 2) offer limited opportunities for biological resources once developed.

There are no adopted State, regional, or local habitat conservation plans applicable to the Project site. Thus, no impacts with respect to habitat conservation plans would occur.

As a result of past uses and grading activities on the Project site, the majority of the Project site (approximately 300 acres, out of a total of approximately 430 acres) has been disturbed. In general, only the westernmost portion of the Project site (west of the ridgeline) has not been disturbed due to past uses. The Project site currently supports jurisdictional resources, protected oak trees, special-status vegetation associations and has a moderate potential to support special-status plants and wildlife.

The plan for the Project emphasizes opens space and connections to natural

areas. The Project would locate the residential development primarily on areas of the Project site that were previously graded under the Prior Entitlement, allowing for approximately 223.19 acres, comprising approximately 52 percent of the Project site to be maintained as recreational and open space in a combination of flat and sloped improved areas and unimproved slopes. A significant portion of the proposed on-site open space areas are adjacent to existing off-site open space areas to the north and west. This approach would also minimize impacts to important biotic resources, including the preservation of 22 oak trees, and the substantial preservation of the westerly ridgeline. In addition, new oak trees would be planted throughout the Project site.

The Project anticipates downstream channel improvements. If these planned channel improvements are not completed, hydromodification will be necessary on the Project site until the planned channel improvements are completed. For purposes of the analysis of biological resources, there would be no material difference in the determination of impacts. Whether portions of the Project site are developed as retention basins or homes, they would 1) be disturbed during construction and 2) offer limited opportunities for biological resources once developed.

Multiple focused surveys of the Project site for rare plants have been conducted, which were specifically timed to ensure that the surveys were conducted during peak blooming periods for all potentially occurring rare plant species. A biological resource assessment was conducted in 1998 in support of the Prior Entitlements. Rare plant surveys, a vegetation inventory, and plant community mapping was conducted in spring and summer 2013. Additional rare plant surveys following California Department of Fish and Wildlife (CDFW) survey guidelines were conducted on April 28 and June 9, 2016. The two 2016 surveys were designed to identify special status plants with moderate or greater potential to occur in the vicinity. Based on the seasonal timing, the April 2016 surveys were particularly focused on the following species:

- Braunton's milk-vetch (Astragalus brauntonii)
- Round-leaved filaree (California macrophylla)
- Slender mariposa lily (Calochortus clavatus var. gracilis)
- San Fernando Valley Spineflower (Chorizanthe parryi var. fernandina)
- San Gabriel bedstraw (Galium grande)
- Lyon's Pentachaeta (Pentachaeta lyonii)
- Chaparral ragwort (Senecio aphanactis)

No special status plant species were discovered during the April 2016 focused rare plant surveys. The June 2016 survey included all of the above species as well as the following additional later blooming species:

- Southern tarplant (Centromadia parryi ssp. australis)
- Davidson's bush-mallow (Malacothamnus davidsonii)

No special status plant species were discovered during the June 2016 focused rare plant surveys. No rare plants were observed during any of these surveys, and it is therefore reasonable to conclude that they are no such plants present on-site. Therefore, Project impacts to special-status plant species are less than significant, both for construction and operation.

To determine the potential presence of special-status animal species, limited Project site surveys were conducted, as well as inferences based on existing Project site conditions and recorded occurrences of special-status wildlife in the region. Western spadefoot tadpoles were observed in on-site detention basins following a rain event, and Project implementation would require the removal of these detention basins and other rainpools. As such, impacts to western spadefoot from construction grading would be significant without mitigation. Through implementation of Mitigation Measure MM 5.3-1, such impacts would be reduced to a level of insignificance by creating a new breeding pool and adjacent non-breeding season habitat. Other than western spadefoot, and based on the existing conditions at the Project site, no other special-status wildlife species recorded from the region (including the silvery legless lizard, Coast horned lizard, San Diego tiger (coastal) whiptail, Cooper's hawk, White-tailed kite, Southern California rufous-crowned sparrow, Bell's sage sparrow, San Diego black-tailed jackrabbit, or San Diego desert woodrat) is considered to have a high potential for occurrence on-site. However, a moderate potential remains that such species could be found at the Project site, and therefore, Mitigation Measures 5.3-2 through 5.3-4 will be implemented to reduce potential impacts to such species to a level of insignificance.

Certain sensitive vegetation habitats, including scalebroom, holly-leaf cherries, cottonwood forest, arroyo willow, and oak woodlands, have been identified at the Project site, but are located outside of the boundary of proposed grading and development for the Project. As such, no impacts to these habitats would occur.

In addition, a delineation of jurisdictional resources identified three drainages that meet regulatory jurisdiction requirements. Specifically, the Project would alter 0.29 acre

of federal non-wetland waters and 1.95 acres of state non-wetland waters, which impacts would require federal and state permits. In addition, the Final EIR for the Prior Entitlements had identified impacts to 425 linear feet or approximately 0.15 acre of fill to "Waters of the United States" and 0.2 acre of impact to state jurisdictional waters for unnamed Tributary #1 and found un-named Tributary #2 (to be non-jurisdictional at either the federal or state level. The combined impacts from the Prior Entitlements and the Project would then be 0.44 acre of federal jurisdictional areas and 2.15 acres of state jurisdictional areas. The final mitigation ratio will be determined by federal and state regulatory agencies (i.e. CDFW, USACOE, RWQCB) and the final design shall meet all design and hydrological requirements of those agencies as well as the Los Angeles County Public Works Department. Therefore, impacts to non-wetland jurisdictional features would be considered a significant impact. However, Implementation of Mitigation Measure MM 5.3-5, which requires habitat restoration and expansion of un-named Tributary #1, would reduce impacts to jurisdictional features from both the impacts of work performed under the Prior Entitlements and the Project to a less than significant level. It is the intent to mitigate fully on the un-named Tributary #1. If for any reason any of the regulatory agencies require a greater ratio of habitat mitigation than proposed, and/or if the County's hydrological requirements cannot be met, the mitigation will either be done in part on site, supplemented by off-site mitigation (e.g. purchase of Mitigation Bank credits), or entirely off site through a Mitigation Bank or similar off site mitigation as accepted by CDFW and the County

The Project would not have any impact on federally protected wetlands as defined by Section 404 of the federal Clean Water Act (including, but not limited to, marsh, vernal pool or coastal wetlands), as no such features exist on the Project site. Therefore, no mitigation measures are required.

Although development of the Project site would reduce the use of local open space for wildlife, it would not be expected to substantially alter wildlife movement in the area, as use of the Project site as an ingress or egress to other adjacent open space is impractical for most species as they would have to go through residential neighborhoods, an industrial complex and cross busy roads to do so. In addition, the nearby Interstate (I-5) blocks most east-west movement in the Project vicinity and existing development north and south of the Project site prohibits most movement in that direction. Furthermore, the Project site and adjacent off-site parcels do not lie within any identified open space connection for local and regional wildlife movement. Therefore, impacts to wildlife habitat connectivity would be less than significant and no

mitigation measures are required.

The oaks on-site that qualify for protection under .California Public Resources Code Section 21083.4 (Oak Woodlands Protection) all occur in the northwestern portion of the Project site, beyond the grading and fuel modification limits of the Project. Therefore, no Project impacts to state-protected oak woodlands would occur and no mitigation measures are required. However, construction of the Project would result in the loss of one County-protected oak, which is not a heritage oak tree. Mitigation Measures MM 5.3-6 through MM 5.3-8, which include replacement of lost trees, protective fencing, and avoidance of areas within oak driplines, will serve to protect all oaks on site.

Mitigation Measures

- **MM 5.3-1**: Prior to issuance of a grading permit, the Applicant shall provide a detailed western spadefoot habitat enhancement plan (Plan). The plan shall include breeding habitat as well as suitable upland refugia. The location for the enhanced habitat shall be selected in consultation with CDFW and a qualified biologist familiar with western spadefoot habitat requirements. The Plan shall be reviewed and approve in writing by CDFW and made a condition of Project approval by the Lead Agency. In addition to being as far from existing and proposed development as feasible, the enhanced habitat shall be located in an area where open scrub and/or native woodland can survive naturally (i.e., without long-term irrigation). Plans are currently being designed that would place the breeding pool and associated upland habitat near the southeastern portion of the proposed riparian habitat restoration of un-named Tributary #1. At a minimum, the plan shall include the following elements and be prepared in consultation with, and ultimately approved by CDFW:
    - One or more seasonal breeding pools that are specifically designed to hold water long enough for a complete breeding cycle of western spadefoot, but not long enough to allow infiltration of predators (e.g., bullfrogs, African clawed frogs, fish, etc.). Based on designed approved for other EIRs within the Santa Clarita Valley, the pool would be between 50 and 60 feet in length and 30 to 40 feet in width, and a depth of between 3 and 4 feet.
    - Analysis of surrounding soils. If necessary, clean sand may be introduced to increase the suitability of upland burrowing habitat for adult toads.

- Upland portions of the habitat enhancement area shall include a detailed plant palette and planting plan conducive to western spadefoot requirements.
- A five-year monitoring plan that includes monitoring methods, annual success criteria, contingency actions should success criteria not be met, and reporting requirements.
- • The spadefoot mitigation habitat and areas of preserved natural open space comprising uplands and pools for spadefoot shall be managed and maintained in perpetuity under a conservation easement in favor of a local land conservancy or other land management entity approved by CDFW and the Los Angeles County Department of Regional Planning, to assure function for its intended purpose and an endowment shall be established to maintain the spadefoot mitigation habitat in perpetuity.

- **MM 5.3-2**: During the appropriate season prior to any construction or site preparation activities that would disturb vegetation and/or soils, focused surveys shall be conducted for all potentially occurring special-status reptiles. The surveys shall be timed to coincide with each species' peak activity period, which is typically warm late spring through early fall for most species. Legless lizards are usually more easily detectable after rain events, when they move closer to the surface. As such, surveys for legless lizard should be conducted during late winter through spring after rain events. If this timing is not feasible and with consultation with and approval by CDFW, the best quality habitat areas within the development footprint should be thoroughly saturated (e.g., water truck) then raked by qualified biologists the following early morning or late afternoon. If any of these animals are detected, they shall be captured and relocated to suitable nearby habitat areas approved by CDFW.
- **MM 5.3-3**: To avoid impacts to nesting birds during construction, a qualified biologist (approved by CDFW and LACDRP) shall be retained to conduct nesting bird surveys within suitable nesting habitat prior to initiation of construction activities. Specifically, if activities associated with construction or grading are planned during the bird nesting/breeding season, generally January through March for early nesting birds (e.g., raptors or hummingbirds) and from mid-March through September for most bird species, the Applicant shall have a qualified biologist conduct surveys for active nests. Pre-construction nesting bird surveys shall be conducted within 30 days prior to initiation of ground-disturbing activities to determine the presence/absence of active nests. The surveys shall continue

on a weekly basis until construction commences, with the last survey being conducted no more than three days before the start of clearance/construction work. Surveys shall include examination of trees, shrubs, and the ground, for nesting birds, as several bird species known to the area are shrub or ground nesters. If ground-disturbing activities are delayed, additional pre-construction surveys shall be conducted so that no more than three days will have elapsed between the survey and ground-disturbing activities.

If active nests are located during pre-construction surveys, clearing and construction activities within 300 feet of the nest (500 feet for raptors) shall be postponed or halted until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of a second attempt at nesting. Exceptions to these limits may be made, but only if authorized by CDFW. Limits to avoid an active nest shall be established in the field with high visibility flagging, fencing, or other appropriate barriers and construction personnel shall be instructed on the sensitivity of nest areas. The biologist shall serve as a construction monitor during those periods when construction activities will occur near active nest areas to ensure that no inadvertent impacts on these nests will occur. The results of the survey, and any avoidance measures taken, shall be submitted to LACDRP within 30 days of completion of the pre-construction surveys and/or construction monitoring to document compliance with applicable state and federal laws pertaining to the protection of native birds.

- **MM 5.3-4**: Within 30 days prior to ground disturbance activities for construction, a qualified biologist shall conduct a survey within the proposed construction disturbance zone and within a 100-foot buffer of the disturbance zone to determine the areas of best habitat for San Diego desert woodrat and San Diego black-tailed jackrabbit. If any stick nests or other signs of rats are detected, a qualified biologist, approved by CDFW, shall conduct five-consecutive nights of live-trapping for desert woodrats within suitable habitat remaining on-site. Should any be captured, they will be relocated to suitable habitat outside of the proposed development envelope in an area approved by CDFW.

  If during the trapping effort for San Diego desert woodrats nests with young are discovered within the disturbance zone or within 100 feet of the disturbance zone, a fence shall be erected around the nest site adequate to provide the

woodrat sufficient foraging habitat at the discretion of the qualified biologist. The fence shall be erected to provide a minimum 100-foot buffer around the active nest. At the discretion of the monitoring biologist and with concurrence of CDFW, clearing and construction within the fenced area shall be postponed or halted if appropriate until young have left the nest. The biologist shall serve as a construction monitor during those periods when disturbance activities will occur near active nest areas to ensure that no inadvertent impacts on these nests will occur. If San Diego desert woodrats are observed within the grading footprint outside of the breeding period, individuals shall be relocated, if feasible, to a suitable location on the Project site (outside of the disturbance boundary) by a qualified biologist in possession of a scientific collecting permit and following prior consultation with CDFW.

In the event black-tailed jackrabbits are observed on-site, the monitoring biologist shall be on-site during all initial site disturbance activities until all grading operations have been completed. The biologist will ensure any existing jackrabbits are able to escape the Project site and any moving equipment.

- **MM 5.3-5:** To minimize impacts to "Waters of the State," a Streambed Alteration Agreement shall be executed with the CDFW pursuant to Section 1603 of the California Fish and Game Code prior to jurisdictional feature disturbance. In addition, to minimize impacts to "Waters of the US" the USACE shall be contacted to determine the need for a Section 404 permit, pursuant to the federal Clean Water Act. Mitigation measures identified through these two permitting processes as a result of coordination with each agency will reduce impacts to jurisdictional drainage features to a less than significant level. Pursuant to Section 401 of the federal Clean Water Act, the Regional Water Quality Control Board will also be notified and a permit will be obtained if applicable.

  Mitigation in the form of restoring and expanding un-named Tributary #1 is being prepared to be included in the Streambed Alteration Agreement and/or 404 permit applications. Since the affected un-named Tributary #2 currently does not support any riparian vegetation and is little more than an erosional ditch, a similar condition is not necessarily desired as natural conversion to a riparian habitat could take many years. Likewise, the previously impacted jurisdictional features were not described as supporting high quality habitats. As such, the proposed

option for mitigation is restoring and expanding the western drainage (un-named Tributary #1) to a condition that would reduce the degree of erosion that occurs now. This includes terracing and re-contouring the near vertical existing banks and restoring vegetation including mainland holly-leaf cherry and California live oaks. The restoration plan will ultimately include engineered hydrological design to reduce erosion from offside drainage from the north. Final EIR Figure F5.3-4 illustrates the area in which the grading and restoration work is proposed to take place and the current proposed conceptual design for the western drainage. The actual grading plans are subject to change in order to achieve regulatory and hydrological requirements but will remain within the grading limits shown unless otherwise approved by the County. The overall mitigation restoration plan shall include a planting plan/palette for the terraced and re-contoured banks. Additionally, the plan will include a five-year monitoring plan including monitoring methods, success criteria, and contingency actions should any of the success criteria not be met. It is the intention of the restoration project to convert the approximately 1.95 acres of disturbed and poorly functioning jurisdictional habitat that currently exists within this drainage to at least 4.30 total acres of high quality jurisdictional riparian habitat as well as additional transitional upland habitat. The transitional habitat would serve as a buffer between the riparian habitat and any development. This restoration plan is intended to mitigate for the total 2.15 acres of impacts resulting from both the Project, and the previously approved project impacts that were not mitigated as part of the incomplete construction of the prior project. The final mitigation ratio will be determined by federal and state regulatory agencies (i.e. CDFW, USACOE, RWQCB) and the final design shall meet all design and hydrological requirements of those agencies as well as the Los Angeles County Public Works Department. It is the intent to mitigate fully on the un-named Tributary #1. If for any reason any of the regulatory agencies require a greater ratio of habitat mitigation than proposed, and/or if the County's hydrological requirements cannot be met, then at the election of the Applicant, mitigation will either be done in part on site, supplemented by off-site mitigation (e.g. purchase of Mitigation Bank credits at existing, approved locations), or entirely off site through a Mitigation Bank or similar off site mitigation as accepted by CDFW and the County.

- **MM 5.3-6:** Replacement trees: Any oak tree that dies or is removed as a result of Project implementation shall be replaced by a tree of the same species at a

ratio determined by the County of Los Angeles, but a minimum ratio of 2:1. This includes the removals of 24 trees permitted by the Prior Entitlements. With one removal required for the Project, a total of 25 oak trees will be mitigated for, requiring a total of at least 50 replacement trees.

All replacement trees shall be at least a 15-gallon specimen in size and be 2 inches or more in diameter, as measured from approximately 4 feet above the base. Free-form trees with multiple stems are permissible; the combined diameter of the two largest stems of such trees shall measure a minimum of 2 inch in diameter, as measured approximately 2 feet above the base. Replacement trees shall consist exclusively of indigenous California live oak trees and be grown from a seed source collected in Los Angeles or Ventura Counties.

All replacement trees shall be planted on site. It is anticipated that most of these trees will be able to be placed along un-named Tributary #1 as part of the restoration outlined in MM 5.3-5. If additional areas are needed, remaining replacement trees will be planted in the natural open space areas and/or within common landscaped areas within the development.

- **MM 5.3-7:** Protective fencing: A plan shall be developed for protecting the remaining trees included in the Los Angeles County Oak Tree Ordinance on the Project site during development. This plan shall be approved by the County of Los Angeles DRP and Los Angeles County Fire Department ("LACFD").

  Equipment damage to limbs, trunks, and roots of all remaining trees shall be avoided during Project construction and development to avoid even slight trunk injuries, which can lead to long-term pathogenic maladies.

  Protective fencing not less than 4 feet in height shall be placed at the limits of the protected zone of any individual protected tree or oak woodland within 100 feet of the grading limits, and shall be inspected by the Fire Department or County-approved arborist prior to commencement of any activity on the Project site, and shall remain in place until construction is completed.

- **MM 5.3-8:** Equipment storage: No storage of equipment, supplies, vehicles, or debris shall be permitted within the protected zone of an oak tree.

  No dumping of construction wastewater, paint, stucco, concrete, or any other

cleanup waste shall occur within the protected zone of an oak tree.

No temporary structures shall be placed within the protected zone of any remaining oak tree.

Implementation of these mitigation measures would reduce impacts associated with biological resources to less than significant levels.

4. <u>Archaeological and Paleontological Resources</u>

Potential Effect

The Project would have a potentially significant impact on archaeological resources if it would cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines Section 15064.5, or disturb any human remains, including those interred outside of formal cemeteries. In addition, the Project would have a potentially significant impact on paleontological resources if it would directly or indirectly destroy a unique paleontological resource or site, or if the Project site contains rock formations indicating potential paleontological resources.

Finding

While no archaeological or paleontological resources have been identified on the Project site, there remains the possibility of encountering buried resources during excavations. However, with implementation of the mitigation measures identified in the Draft EIR, potential archaeological and paleontological resource impacts from the Project would be reduced to a less than significant level.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential significant environmental effects on archaeological and paleontological resources to less than significant levels.

Rationale for Finding

Potential archaeological and paleontological impacts are assessed in Section 5.4 of the Draft EIR. If the planned channel improvements are not completed, two retention basins would be constructed as Interim Controls. Once the planned channel improvements are completed, the retention basins will be removed and the Project will be completed. For purposes of the Draft EIR's analysis of impacts to cultural resources, there would be no material difference in impacts with or without the Interim Controls.

However, as construction of the Interim Controls (i.e., hydromodification) followed by full buildout of the Project will require excavation of the two retention basins, the two step buildout of the Project is analyzed by the Draft EIR for potential cultural resources impacts, as this sequence includes the greatest amount of earth movement and potential for disturbance to buried resources.

The Phase I Survey conducted on the Project site did not find any artifacts or identify any archaeological sites or paleontological resources, or locations potentially containing human remains or Native American burial sites within the Project site. Moreover, prior records searches found that no such sites have been identified on the Project site or within a 0.125-mile radius of the Project site.

Prior to the grading performed under the Prior Entitlements on the Project site, 145 acres of the western portion of the Project site was used as a golf course, and in the 1970s and 1980s the Project site was used for oil extraction operations which included drilling and excavation. Work undertaken on the Project site associated with the Prior Entitlements included substantial grading (in excess of 12 million cubic yards) and trenching for utility lines. Further, sand mining occurred along portions of the westerly ridgeline which was used as fill elsewhere on the Project site. There are no records indicating that any archeological or paleontological resources were uncovered on the Project site during any of these past activities.

Construction of the Project would include the grading of an additional 7.6 million cubic yards of soil (combined cut and fill). Trenching to a depth of at least up to two feet (in accordance with Los Angeles County requirements) would be required for placement of water, natural gas, and electric utility lines and grading within the Project site could occur at depths of up to 15 feet. It is unlikely that grading and trenching to these depths would uncover any previously buried resources, given the fact that the Project's infrastructure improvement areas would be located in areas on the Project site that have been previously disturbed. Similarly, while the Project's proposed construction of off-site improvements within existing roadway right-of-ways would involve trenching and installation of new infrastructure, these activities would take place within previously disturbed areas, and it is therefore unlikely that buried resources would be encountered.

Nonetheless, to ensure that any potential archeological, paleontological, and/or human remains impacts are minimized, Mitigation Measures MM 5.4-1 through MM 5.4-3 will be implemented to provide guidance and limit grading activities on the Project site if such buried resources are discovered. Therefore, with implementation of these

mitigation measures, impacts to archaeological and paleontological resources would be less than significant.

Mitigation Measures

- **MM-5.4-1:** In the event archaeological resources are encountered during Project construction, all ground-disturbing activities within 25 feet of the find shall cease and the Applicant shall retain a qualified archaeologist to evaluate the significance of the find. If the find is determined to be an archaeological resource, the archaeologist shall record all recovered archaeological resources on the appropriate California Department of Parks and Recreation Site Forms to be filed with the California Historical Resources Information System-South Central Coastal Information Center (SCCIC), evaluate the significance of the find, and if significant, determine and implement the appropriate mitigation in accordance with the US Secretary of the Interior and California Office of Historic Preservation guidelines, including but not limited to a Phase III data recovery and associated documentation. The archaeologist shall prepare a final report about the find to be filed with the Applicant, the County of Los Angeles Department of Regional Planning, and the California Historical Resources Information System-SCCIC, as required by the California Office of Historic Preservation. The report shall include documentation of the resources recovered, a full evaluation of the eligibility with respect to the California Register of Historical Resources, and treatment of the resources recovered. In the event of a find, archaeological and Native American monitoring shall be provided thereafter for any ground-disturbing activities in the area of the find

- **MM-5.4-2:** In the event paleontological resources are encountered during Project construction, all ground-disturbing activities within 25 feet of the find shall cease and the Applicant shall retain a qualified paleontologist to evaluate the significance of the find and determine the appropriate treatment in accordance with the Society of Vertebrate Paleontology guidelines for identification, evaluation, disclosure, avoidance or recovery, and curation, as appropriate. All significant fossils shall be stabilized and prepared to a point of identification and permanent preservation. The paleontologist shall prepare a final report on the monitoring. If fossils are identified, the report shall contain an appropriate description of the fossils, treatment, and curation. A copy of the report shall be filed with the Applicant, County of Los Angeles Department of Regional Planning,

and the Natural History Museum of Los Angeles, and shall accompany any curated fossils. In the event of a find, paleontological monitoring shall be provided thereafter for any ground-disturbing activities in the area of the find.

- **MM-5.4-3:** In the event human remains are encountered during construction activities, all ground-disturbing activities within 25 feet of the human remains shall cease and the County coroner shall be notified. In the event the remains are determined to be of Native American descent, the County coroner shall notify the California Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person(s) thought to be the Most Likely Descendant of the deceased Native American, who shall have 48 hours from notification by the Native American Heritage Commission to inspect the site of the discovery of Native American remains and to recommend to the Applicant or landowner a means for the treatment and disposition of the human remains and any associated grave goods. The Applicant or landowner shall reinter the remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance. In the event Native American remains are found, Native American monitoring shall be provided thereafter for any ground-disturbing activities in the area of the remains.

Through incorporation of the above Mitigation Measures, potential impacts to cultural resources would be less than significant.

5. <u>Energy</u>

Potential Effect

The construction and operation of the Project will involve the consumption of petroleum-based fuels, electricity, and natural gas. This consumption could potentially involve inefficient, wasteful, and/or unnecessary use of energy, which could potentially result in a significant impact on energy resources.

Finding

Through the Project's incorporation of the Project Design Features described in the Draft EIR, as well as through compliance with all applicable federal, State and County energy standards and building code provisions, potential energy resource impacts from the Project would be reduced to a less than significant level

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential significant environmental effects on energy resources to less than significant levels.

Rationale for Finding

Potential energy resource impacts are discussed in Section 5.5 of the Draft EIR. If the planned channel improvements are not completed, two retention basins would be constructed as Interim Controls. Once the planned channel improvements are completed, the retention basins will be removed and the Project will be completed. For purposes of the Draft EIR's analysis of energy impacts, full buildout of the Project was analyzed as the most impactful scenario as it includes a greater number of homes and therefore, the largest potential demand on services and the greatest number of vehicle trips.

During construction of the Project, energy would be consumed in the form of petroleum-based fuel for construction equipment, worker vehicles, and delivery trucks, as well as electricity utilized for lighting and equipment, and energy used in the production of construction materials. Utilizing CalEEMod modeling, the Project's annual estimated consumption of petroleum based fuel during construction would represent less than 0.0006 percent of statewide gasoline consumption and 0.0025 percent of statewide diesel consumption. In addition, the Project would utilize construction contractors who demonstrate compliance with applicable California Air Resources Board ("CARB") regulations governing the accelerated retrofitting, repowering, or replacement of heavy duty diesel on- and off-road equipment, as well as idling restrictions, which together will result in less fuel consumption. Electricity use during construction will be limited in scope and duration, and would be expected to be supplied by gasoline, propane, or diesel-powered generators, rather than drawing power from the local electrical grid. In addition, the Project would feature a sustainable design to comply with CALGreen which would also result in the use of sustainable materials and recycled content that would reduce energy consumption during Project construction. These facts, in conjunction with the Project Design Features that have been incorporated, show that the Project would not involve the inefficient, wasteful, and unnecessary use of energy resources in its construction phase, and energy resource impacts would be less than significant.

At buildout, the Project's uses would demand 2,885,620 kilowatt-hours (kWh) per year, representing 0.003 percent of the conservatively estimated electricity delivery

capacity. The Project is also estimated to demand 110,245.88 cubic feet per day (cf/d) or 40 million cubic feet per year (MMcf/y) of natural gas, representing 1.5 percent of the conservatively estimated total natural gas supply delivered for the service area. In addition, the Project's future residents are estimated to use approximately 725,607 gallons of gasoline and 107,024 gallons of diesel annually, which represents less than 0.006 percent of the statewide annual gasoline consumption and 0.003 percent of the statewide annual diesel consumption. In addition, the Project would demand off-site electricity to convey, treat, and distribute water and wastewater; however, in conjunction with extensive water conservation and reduction measures, this anticipated electricity demand would constitute 0.003 percent of the conservatively estimated electricity delivery capacity.

Accordingly, although the Project would create additional demands on electricity and natural gas supplies and distribution infrastructure, these demands are within the service capabilities of Southern California Edison (electricity provider) and the Southern California Gas Company (natural gas provider). The Project would exceed the State's Title 24 requirements and meet all of the requirements of the Los Angeles County Code Title 31 (Green Building Standards Code). Additionally, the Project would incorporate all of the Project Design Features identified in the Draft EIR and provided below.

Project Design Features

Planning & Design

- Nearby freeway access and adjacency to services and jobs helps to avoid vehicle trips ("VT") and vehicle miles traveled ("VMT").
- The Project will maintain approximately 119.56 acres as natural open space.
- 4.5 miles of trails will be constructed throughout the Project with approximately 3,000 linear feet of public multi-purpose trails to provide a complete system and access to the local and regional trail system. Enhanced trailheads provide gathering points and connectivity to the local regional trail system. Trail standards will be in accordance with CDS and other applicable requirements.
- Contour grading, curvilinear street design, terraced drains, terraced slopes, and related Project Design Features have been incorporated as Project best management practices.
- To minimize Project site grading, existing pads will be used to the extent

feasible. The Project site plan emphasizes the protection of open space and undisturbed connections to these adjoining areas by retaining in a natural condition approximately 119.56 acres of land primarily located adjacent to existing offsite open space areas located to the north and northeast, contiguous to existing undeveloped ridgelines, and along the westerly ridgeline and areas further to the west on the Project site in areas contiguous with undeveloped land to the west. The Barcelona Road extension would cross the secondary portion of the westerly ridgeline, but would not cross the primary portion of the ridgeline. A variance is being requested to authorize construction in portions of the easterly ridgeline that have already been substantially graded and in the remaining, disconnected portions of the secondary ridgeline.

- The entry to the Project site is within a quarter mile of a bus stop, and extension of pedestrian, biking and multi-purpose trails provide additional alternatives to auto travel, and reduce VMT and VT.
- Project streets are designed to be safe and integrate a network of roadways and connector trails for a walkable community. Sidewalks, on-street parking, tree canopies, curbs, and gutters, narrower intersections with smaller radii are some of the Project's healthy walkable street features. A public park and secondary parks provide opportunities for outdoor activity. Vineyards and orchards can be accessed by foot.
- Approximately 9.13 acres of vineyards and other productive agricultural uses will be provided onsite. Incorporation of innovative agricultural practices that conserve resources and promote sustainability, such as drip irrigation, hydroponics, and composting will be explored.
- Project construction plans shall indicate how the site grading or drainage system will manage all surface water flows to keep water from entering buildings. Examples include swales, water collection and disposal systems, french drains, water retention gardens, and other water measures to keep surface water away from building and aid in groundwater recharge.
- The Project will comply with the prerequisite topsoil protection requirements in CALGreen Section A4.106.2.3.
- The Project will comply with the most recent versions of state and local stormwater management and/or erosion control ordinances, and implement best management practices (BMPs) to prevent the loss of soil through wind or water erosion by implementing an effective combination of erosion and

sediment control and good housekeeping BMPs.

- Mitigation and restoration of the western drainage, unnamed Tributary # 1, includes terracing and re-contouring the near vertical existing banks and restoring vegetation including mainland holly-leaf cherry and California live oaks which will be coordinated with both the United States Army Corps of Engineers ("USACE") and the CDFW. Habitat restoration for western spadefoot toads (a California Species of Special Concern) will be selected in consultation with CDFW, but is anticipated to be located west of the westerly ridgeline, in close proximity to the restored western drainage.
- Comply with the prerequisite permeable paving requirements in CALGreen Section A4.106.4.
- Buildings will be oriented to optimize solar access, passive and active design techniques and cross breezes through the buildings.
    - Passive Solar techniques and other passive techniques are to be incorporated into the Clubhouse and Residential Units to help reduce the energy loads. Care will be given in the landscape design to avoid shading roofs with a 110 – 270 degree roof orientation.
- PV systems are to be installed in the common areas and Clubhouse structure to help offset Project energy use.
- Bicycle Parking. For five percent of visitor parking spaces, permanently anchored bicycle racks will be provided within 200 feet of the visitors' entrance of the Clubhouse.
- EV Charging
    - Clubhouse. The Project will install at least one electric vehicle charging station at the Clubhouse, and comply with CALGreen Sections 4.106.4.1, 4.106.4.2.2 through and 4.106.4.2.5, to facilitate future installation and use of EV chargers. EVSE shall be installed in accordance with the California Electrical Code, Article 625.
    - Residential Dwelling Units. For each dwelling unit, the Project will install a listed raceway to accommodate a dedicated 208/240-volt branch circuit and comply with CALGreen Section 4.106.4.1 and Section 4.106.4.2.2. The raceway shall originate at the main service or subpanel and shall terminate into a listed cabinet, box, or other EV charger. The service panel and/or subpanel shall provide capacity to install a 40-ampere minimum dedicated branch circuit and space(s) reserved to permit installation of a branch circuit overcurrent protective

device. Compliance will include the Prerequisite electric vehicle (EV) charging requirements in Section A4.106.8.

- The site plan has been designed to avoid specimen oak tree and protect all but one of them in their current locations.
- Los Valles will comply with the County of Los Angeles Rural Outdoor Lighting Ordinance and consider incorporating adaptive networked bi-level outdoor lighting to further support dark sky principles and enhanced resource conservation.
- Tree canopy cover, light colored paving, and roofing materials will be used to reduce heat island effect.
- Comply with cool roof requirements in CALGreen Section A4.106.5.1.

<u>Energy Efficiency</u>

- All residential dwellings shall be designed and constructed to be a minimum of 15 percent better than the 2013 Energy Code.
    - 2013 CALGreen Tier 1. All new residential dwelling units shall comply with the energy efficiency requirements in Section A4.203.1.1 and Section A4.203.2.1.25
    - Solar Ready Roofs. A minimum of 250 square feet of non-shaded roof will be reserved on each home for a solar zone within a 110 – 270 degree orientation.
- The Clubhouse will be designed and constructed to meet zero net electric by incorporating passive solar techniques, high efficiency technologies, ENERGY STAR appliances, solid state LED adaptive lighting; coupled with solar PV to offset electrical loads.
    - CALGreen Energy Efficiency Tier 2. Comply with CALGreen Tier 2 for the Clubhouse which equates to 70 percent of the energy budget of 2013 Title 24 Part 6 (a.k.a. 30% better than 2013 Energy Code).
    - Solar Ready Roofs. A sufficient solar zone area will be designed as part of the Clubhouse building and shade structures to maximize solar generation, while at the same time, maintaining aesthetic appeal with orientation between 110 – 270 degrees.
- 2013 CALGreen Tier 1. All residential constructed low-rise buildings will comply with the energy efficiency requirements in Section A4.203.1.1 and A4.203.1.2.1.

<u>Water Efficiency & Conservation</u>

- Outdoor Water Use. The Project will comply with the state Model Water Efficient Landscape Ordinance, and CALGreen 4.304.1 and A4.304.3 Outdoor potable water use in landscape areas. The Project will go beyond the conservation and efficient use of water by utilizing a watershed approach.
    - Water Budget. A water budget shall be developed for landscape irrigation.
    - Water Efficient Landscape Irrigation
        - Irrigation Efficiency. Automatic irrigation systems controllers installed at time of final inspection shall be weather or soil moisture-based.
        - Landscape Irrigation Design. Provide water efficient landscape irrigation design that reduces the use of potable water; does not exceed 55 percent of ETo times the landscape area.
    - Drought Tolerant Landscaping. The landscape pallet shall be consistent with the County's Drought Tolerant Landscaping Ordinance (see the County's Drought Tolerant Landscaping Ordinance Sections 4.4 Landscaping, 4.4.1 Landscape Plan and 4.4.2 Fuel Modification Plan for details).
    - Fuel Modification Plan. A Fuel Modification plan will be developed that is consistent with the County's required landscape pallet and water efficient irrigation.
    - 2013 CALGreen Tier 1. Comply with the landscape irrigation water budget requirements in Section A4.304.3.
- 2013 CALGreen Tier 1. Comply with the Tier 1 potable water use reduction for landscape irrigation design in Section A4.304.4.
- Indoor Water Use
    - Plumbing Fixtures. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) installed shall comply with the prescriptive requirements in Sections 4.303.1 through 4.303.2.32
    - Plumbing Fixture Installations. Plumbing fixtures and fittings required in Section 4.303.1 shall be installed in accordance with the California Plumbing Code, and shall meet the applicable reference standards.
    - 2013 CALGreen Tier 1. Comply with at least two elective measures selected from Division A4.3.

<u>Material Conservation & Resource Efficiency</u>

- Enhanced Durability and Reduced Maintenance. Comply with mandatory

requirements including rodent proofing.

- Construction Waste Management. Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, A4.408.1.
- Cement Reduction. Comply with the 20-percent cement reduction requirements in Section A4.403.2
- Recycled Content. Comply with the 10-percent recycled content requirements in Section A4.405.3.1
- 2013 CALGreen Tier 1. Comply with at least two elective measures selected from Division 4.4.
- Building Maintenance & Operation. At the time of final inspection, prepare an Operations & Maintenance Manual in which meets the requirements in CALGreen Section 4.410.1

<u>Environmental Quality</u>

- Pollutant Control
    - Duct Openings. Duct openings and other related air distribution component openings shall be covered during construction.
    - Adhesives Sealants & Caulks. Adhesives, sealants, and caulks shall be compliant with local or regional air pollution control or air quality management district rules where applicable or SCAQMD Rule 1168 VOC limits, as shown in Table 4.504.1 or 4.504.2 as applicable.
    - Paints & Coatings. Architectural paints and coatings shall comply with VOC limits in Table 1 of the ARB Architectural Suggested Control Measure as shown in Table 4.504.3, unless more stringent local limits apply.
    - Aerosol Paints & Coatings. Aerosol paints and coatings shall meet the Product-weighted MIR Limits for ROC in Section 94522(a)(3) and other requirements, including prohibitions on use of certain toxic compounds and ozone depleting substances, in Section 94522(c)(2) and (d)(2) of California Code of Regulations, Title 17, commencing with Section 94520.37
    - Verification. Documentation shall be provided to verify that compliant VOC limit finish materials have been used.
    - Resilient Flooring. 80 percent of floor area receiving resilient flooring shall comply with specified VOC criteria.

    - Composite Wood Products. Hardwood plywood, particleboard and medium density fiberboard composite wood products used in the interior or exterior of the building shall meet the requirements for formaldehyde as specified in ARB's Air Toxics Control Measure for Composite Wood (17 CCR 93120 et. Seq.) as shown in Table 4.504.5.
- Resilient Flooring. Comply with the 90-percent resilient flooring systems requirements in Section A4.504.2
- Thermal Insulation. Comply with the thermal insulation requirements for Tier 1 in Section A4.504.3.
- 2013 CALGreen Tier 1. Comply with at least one elective measures selected from Division 4.5.
- Interior Moisture Control
    - Concrete Slab Foundations – Capillary Break. Vapor retarder and capillary break shall be installed at slab-on-grade if applicable.
    - Moisture Content of Building Materials. Moisture content of building materials used in wall and floor framing is checked before enclosure.
  - Duct Systems. Duct systems shall be sized, designed and equipment selected using the following methods:
    - Establish heat loss and heat gain values according to ANSI/ACCA 2 Manual J-2004 or equivalent.
    - Size duct systems according to ANSI/ACCA 1 Manual D-2009 or equivalent.
    - Select heating and cooling equipment according to ANSI/ACCA 3 Manual S-2004 or equivalent.

<u>Innovation</u>

- The Applicant, in conjunction with the formation of a Homeowners Association (HOA), will develop Solar Energy CC&Rs to protect solar access throughout the community in perpetuity.
- Each builder shall be required to build and demonstrate at least one model at each model complex, a ZNE-TDV option to potential homebuyers. This is to be consistent with 2013 Title 24, Part 6, Tier 2; 30 percent better than the 2013 energy code and install enough solar photovoltaic (PV) panels to offset 100 percent of the energy load over 12 months.
- Each builder shall be required to demonstrate recycling stations in every model.

- Each builder will be required to have EV chargers installed and functional in at least one of the models within each of the model complexes, and offer this as an option for every potential homebuyer.
- LED Street Lighting. The Project will utilize solid-state LED high efficacy street lighting throughout the Project's private streets, as approved by the County, for significant energy savings, maintenance and operations enhancements.
- Los Valles Community Recycling Program. The Applicant, in conjunction with the HOA, will develop a community-wide recycling program and design readily available recycling area(s) within the community clubhouse identified for the depositing, storage and collection of non-hazardous materials for recycling to include a minimum of paper, corrugated cardboard, glass, plastics, and metals or meet a lawfully enacted local recycling ordinance if more restrictive. Onsite landscaping clippings will be utilized as mulch within the community common area landscaping and agricultural vineyards and orchards as appropriate and to design recycling stations within into all residential units to include a minimum of paper, corrugated cardboard, glass, plastics, and metals or meet a lawfully enacted County recycling ordinance if more restrictive.
- Community Outdoor Kitchen. A simple outdoor kitchen will be provided for the Los Valles community with places designed for community gatherings. Some possible uses for the outdoor kitchen could be cooking demonstrations, jam making, canning preserves, and winemaking.
- Homeowner Sustainability Stewardship Program. The Applicant, in conjunction with the HOA, will develop a Homeowner Sustainability Stewardship Educational Program ("Educational Program") which will be made available to all new homebuyers to help educate and build Los Valles Land Stewards for the long-term. This Educational Program can be in the form of electric media rather than printed materials to minimize resource waste.
- Outdoor potable water use in landscape areas. The Project will go beyond the conservation and efficient use of water by utilizing a watershed approach and recognizing the underlying groundwater aquifers in the Project design.

<u>Mitigation Measures</u>

- No mitigation measures are required.

Through incorporation of the above Project Design Features, development of the Project would not cause wasteful, inefficient, and unnecessary consumption of energy

and would be consistent with the intent of Appendix F of the State CEQA Guidelines. Therefore, potential energy resource impacts would be less than significant.

6. Geology and Soil Resources

Potential Effect

The Project site is located within a seismically active region, and during a moderate or major earthquake occurring nearby, Project improvements could potentially be subject to hazards associated with seismically-induced ground rupture, ground motion, and ground failure, including liquefaction and lateral spreading. In addition, hazards associated with expansive soils and cut and fill stability, as well as impacts associated with erosion or hillside stability, could potentially occur as a result of the construction of the Project.

Finding

With implementation of the recommendations identified in the geotechnical reports prepared for the Project as well as the Prior Entitlements (collectively, the "Geotechnical Reports"), which are included as Appendices 5.6-1 through 5.6-9 to the Draft EIR, potential geotechnical and soil resource impacts from the Project would be reduced to a less than significant level by designing and constructing the Project's structures in conformance with the most stringent safety standards consistent with all applicable local, state, and federal regulations, such as the California Building Code and the Los Angeles County Building Code provisions regarding seismic safety and design requirements for excavation, foundations, retaining walls/shoring, and hillside stability.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential significant environmental impacts on geology and soils to less than significant levels.

Rationale for Finding

Geology and Soils impacts are discussed in Section 5.6 of the Draft EIR, and are fully analyzed in the Geotechnical Reports. The Geotechnical Reports provide the results of field investigations, including subsurface exploration, and laboratory testing to determine the characteristics of the subsurface conditions at the Project site, as well as design recommendations based on a review of a conceptual grading plan and a description of the Project. If the planned channel improvements are not completed, two

retention basins would be constructed as Interim Controls. Once the planned channel improvements are completed, the retention basins will be removed and the Project will be completed. For purposes of Draft EIR's analysis of impacts to geologic resources, there would be no material difference in impacts with or without the Interim Controls. Therefore, full buildout of the Project was analyzed by the Draft EIR for potential geological impacts, as full buildout includes the greatest amount of homes and potential for the largest number of people to be affected.

The Project will not use septic tanks or alternative wastewater disposal measures and therefore there will be no impacts associated with use of such systems and methods.

All activities associated with the grading of soil at the Project site, along with all development of the Project site, would be undertaken pursuant to applicable codes and regulations, including the County's Building Code, as well as applicable regulations established by LACDPW Geotechnical and Materials Engineering, Building and Safety, and Land Development Divisions. In addition, specific recommendations of the Geotechnical Reports will be incorporated into the Project. Prior to issuance of a grading permit, a qualified geotechnical engineer would be required to submit a final geotechnical report with recommendations for seismic safety, soil stabilization, and design requirements for Project improvements. Further, a qualified geotechnical engineer would be required to be present on the Project site during grading cut and fill and general site preparation activities to monitor implementation of the recommendations specified in the Geotechnical Reports and final geotechnical report, as well as other recommendations that may be made in subsequent geotechnical reports prepared for the Project, subject to County of Los Angeles review and approval.

The Project site is not located within a designated Alquist-Priolo Earthquake Fault Zone, and as such, the potential for surface rupture due to faulting occurring beneath the Project site is considered low. As the Project would be designed and constructed to comply with all relevant LACBC requirements and no active or potentially active faults are known to exist on the Project site, the risk of surface rupture would be less than significant.

While not located within a fault zone, the San Gabriel Fault is located 1.9 miles north of the Project site, and the Holser Fault is located 0.6 mile south of the Project site. Because of potential ground shaking resulting from these faults, the design and construction of the Project's buildings will be required to conform to the current seismic

design provisions of the 2013 California Building Code (CBC), as incorporated by the Los Angeles County Building Code. In addition, all recommended stabilization measures set forth in the final geotechnical report will be incorporated into the final Project design and construction plans, and with the implementation of these recommendations, impacts related to ground shaking.

Liquefaction is the loss of soil strength induced by a seismic event. The Project site is located within the California Geological Survey's ("CGS") Seismic Hazard Zones map for the Val Verde Quadrangle, which identifies various liquefaction zones for the Project site. As such, liquefaction is considered to be a potential design concern for the Project. However, more important than the identification of zones of potential liquefaction are the potential settlements caused by seismic excitation. Detailed liquefaction and seismically-induced settlement analyses were performed for the Project site based upon a perched ground water level of minus 26 feet at Rotary Wash Boring RW-1. The results of these analyses show that the potential seismically-induced settlements in subsurface soils at the Project site are very small – the maximum cumulative calculated settlement is 0.1 inch (augmented to 0.5 inch), and differential settlements are expected to be not greater than 0.5 inch in a distance of 30 feet. Furthermore, some recompaction has been recommended and certified compacted fill will be added throughout the Project site, thus diminishing the likelihood of liquefaction to occur. Moreover, no lateral spreading due to liquefaction is expected at the Project site because significant liquefaction is not anticipated. Therefore, impacts related to liquefaction and lateral spreading would be less than significant.

The CGS Seismic Hazard Zones map also identifies potential landslide areas on the Project site. In addition, prior geotechnical studies identified eight landslides on the Project site. As part of the grading performed as part of the Prior Entitlements six of these eight landslides were removed in accordance with procedures specified in the previous geotechnical report for the Prior Entitlements. Of the two remaining landslides, Project grading activities will remove one, while a previous slope stability analysis conducted on the second remaining landslide determined that the landslide satisfies the County's safety requirement for gross slope stability. Further, although no structures would be constructed on the landslide, the Geotechnical Reports have identified the area as a restricted area and incorporated a building setback which encompasses the remaining portions of the landslide to ensure no structures are built on or directly adjacent to the landslide. Thus, with implementation of the stabilization recommendations to be provided in the Final Geotechnical Report and compliance with

standard County plan checking requirements (as noted below), impacts from the remaining landslide would be less than significant.

Based on soil surveys conducted for the Project, the existing soils on the Project site are susceptible to some erosion. During construction, the Project would be subject to compliance with a National Pollutant Discharge Elimination System ("NPDES") permit, including the implementation of Best Management Practices (BMPs), some of which are specifically implemented to reduce soil erosion or loss of topsoil, including the preparation of a SWPPP which would further control erosion or the loss of topsoil on the Project site. Additional BMPs include practices such as installing sandbag barriers, temporary desilting basins near inlets, gravel driveways, dust controls, employee training, and other general good housekeeping practices that help prevent erosion and water quality contamination. These measures would ensure that erosion and sedimentation are minimized and would ensure that potential impacts during construction would be less than significant. Furthermore, once constructed, the Project site would be landscaped with native vegetation, hardscape areas, and exclude exposed or loose soil. A Standard Urban Stormwater Mitigation Plan ("SUSMP") would include BMPs, developed in accordance with the County's Low Impact Development (LID) 2014 Standards Manual. In addition, the Project would comply with the existing provisions in Appendix J of the County's Code for planting and irrigation of constructed slopes in conjunction with drainage recommendations provided in the Final Geotechnical Report. Thus impacts from soil erosion or the loss of topsoil during the operation of the Project would be less than significant.

The Project site's westerly ridgeline was previously proposed to be graded for construction of residential lots, and excavation of the bedrock under the Prior Entitlements resulted in substantial amounts of dump fill, which remains on the Project site. Aside from approximately 100 linear feet of the secondary portion of the westerly ridgeline, the Project does not include grading of this western ridgeline. However, without proper stabilization, the potential exists for a debris flow hazard for the proposed lots. Grading on the Project site will remove the fill and loose material remaining from the previous mining operation located on the westerly ridgeline, and that fill material (approximately 6,000 cubic yards) will be incorporated into fill during Project grading elsewhere on-site. In addition, the existing sand mine site will be shaped so as to direct runoff toward a debris basin in the event any exposed materials are loosened by heavy rains after grading. As a result, potential debris flow hazard impacts would be less than significant.

The Project site is subject to hydro-compression – or a sudden reduction in the volume, or compression, of a soil under constant load due to water incursion – of shallow alluvial soils in the central portions of the broader swale/slope wash areas. The Geotechnical Reports' recommended removal depths of 6 to 15 feet in alluvial areas shall remove the shallow soils that are susceptible to hydro-compression. As a result, potential settlement impacts due to hydro-compression are not expected to be significant.

The Project would require site grading for building pads, roadways, landslide removal, and soil stabilization. Proposed grading will consist of cutting areas and filling of canyon areas to produce a series of pad areas, which generally rise in grade toward the north. Cut and fill slopes are proposed between pad areas and adjacent to open areas. Graded slopes would be landscaped and irrigated pursuant to County grading and erosion control requirements.

A total of 36 cut slopes are identified in the Project's geotechnical report. Most of these slopes would be 2:1 slopes, or 50 percent slopes. One slope would be a 4:1 (25 percent) slope. The Project's geotechnical report analyzes the stability of these slopes, and concludes that the majority will be stable without stabilization. However, 14 of the 36 slopes would require stabilization in order to ensure that future residents of the proposed residential development are not exposed to geological hazards as a result of unstable slopes. Compliance with the Final Geotechnical Report, as determined through standard County plan checking requirements, would ensure that the resulting slopes are stable, and that potential impacts would be less than significant.

Based on soils surveys conducted for the Project, some of the bedrock soils of the Saugus Formation are considered potentially expansive. Compacted fill materials generated from the bedrock soils may also be potentially expansive. Depending on the location within the Project site and the depth from foundations to expansive soils, residential construction within the Project site could pose risk to residents within the Project site. Recommendations for foundations placed on these materials, unless replaced by non to- low-expansive soils to at least 4 feet below footing/slab bottoms, are included in the Project's geotechnical report and will be adhered to during construction in accordance with the Final Geotechnical Report. With compliance with the recommendations for footing depths and reinforcement in the Final Geotechnical Report, impacts would be less than significant.

The Project is subject to the County's hillside management criteria for urban

hillside management areas, and County policies and ordinances related to hillside development are intended to regulate development in hillside areas, in order to protect the scenic quality and integrity of hillside areas from over-development and erosion. As discussed above, the Project would comply with all required County standards and requirements related to grading and construction on hillsides and would ensure consistency with policies related to slope stability and soils. Furthermore, the design of the Project's residential development and the types of improvements proposed will not cause public health problems, since storm drainage, fire protection, flood control and geological and soils factors will be addressed before construction on the Project. As a result, potential hillside development impacts will be less than significant.

<u>County Plan Checking Requirements</u>

- The Applicant will follow the standard plan check protocols and provide a final grading plan based on final Project designs to the Los Angeles County Department of Planning for review and approval. The grading plan will comply with all County requirements for stability under static and pseudostatic loading conditions to mitigate earthquake-induced landslides.
- The Applicant will comply with the recommendations outlined in the Project Geotechnical Report prepared for the Project and approved by the County, which will be consistent with the recommendations set forth in the Allan E. Seward Engineering Geology, Inc., Geologic and Geotechnical Report, June 7, 2013 as modified or amended with the approval of the County (Final Geotechnical Report).
- During construction and operation of the Project, appropriate erosion control and drainage devices would be implemented as specified in the Project's SWPPP, SUSMP and the Project Design Features included in Draft EIR Section 5.9.1, Hydrology, and Section 5.9.2, Water Quality.
- The Applicant shall submit grading plans for review and approval by the County Department of Building and Safety. These plans shall demonstrate that areas where expansive soils are present have been addressed through one of the following techniques:
    - Expansive materials at the Project site shall be evaluated by the Project's Geotechnical Engineer during the grading plan stage of development. In addition, testing shall be performed during grading operations in order to identify potentially expansive soils at proposed grades.
    - If the expansion potential of some of the site materials is deemed

significant, the expansion potential shall be addressed by mixing the expansive soil with soil with low expansion potential, by controlling water content and density of fill soils, by specifying the embedment and reinforcement of structures, or by removing and replacing the expansive soils with a compacted fill with a low to very low expansion potential.

Mitigation Measures

- No mitigation measures are required.

Through incorporation of the above County Plan Checking Requirements, potential geotechnical and soils impacts would be less than significant.

7. Greenhouse Gases

Potential Effect

Implementation of the Project would directly or indirectly result in increased greenhouse gas emissions ("GHG") associated with the construction and operation of the Project, including energy consumption and water usage, and vehicle trips to and from the Project. Construction and operation of the Project could potentially conflict with applicable GHG emissions reduction plans, policies, or regulations.

Finding

Construction and operation of the Project would generate new direct and indirect GHG emissions; however, the increase in annual GHG emissions would be consistent with the Los Angeles County Community Climate Action Plan (CCAP). Moreover, construction and operation of the Project would not conflict with applicable GHG emissions reductions plans, policies, or regulations. As a result, construction and operation of the Project would not have a significant impact with respect to GHG emissions.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential significant environmental impacts regarding greenhouse gas emissions to less than significant levels.

Rationale for Finding

The GHG emissions generated by the construction and operation of the Project, as well as the Project's consistency with the applicable regulations, plans, and policies

set forth by the State of California and the County to reduce GHGs, are analyzed in Section 5.7 of the Draft EIR. If the planned channel improvements are not completed, two retention basins would be constructed as Interim Controls. Once the planned channel improvements are completed, the retention basins will be removed and the Project will be completed. For purposes of the analysis of GHG emissions impacts, full buildout of the Project, following construction and then removal of the Interim Controls, was analyzed in the Draft EIR for potential GHG emission impacts, as full buildout includes the greatest amount of construction activity and greatest number of homes resulting in greater GHG emissions than the interim controls.

The Project site currently is undeveloped and generates no appreciable man-made emissions. A minimal number of truck trips are generated through routine SWPPP maintenance activities; however, these emissions were not included in the baseline for the analysis in the Draft EIR. Thus, all development for the Project would be considered new emissions.

The Project's significance with respect to GHG emissions was evaluated based on its consistency with the applicable GHG reduction strategies in the County of Los Angeles Climate Change Action Plan ("CCAP"). The CCAP quantifies all primary sectors of GHG emissions within unincorporated County areas for 2010 and 2020, establishes a GHG reduction target of at least 11 percent below 2010 levels, and includes specific measures to achieve this overall reduction target, which is consistent with the requirements of California Assembly Bill 32 (the California Global Warming Solutions Act of 2006) (AB 32) and the State's Climate Change Scoping Plan (Scoping Plan). In accordance with State CEQA Guidelines Section 15183.5, project-level evaluation of GHG emissions are permitted to "tier off" a programmatic CEQA analysis of GHG emissions, such as the EIR that was prepared for the County's General Plan and CCAP. Accordingly, projects that demonstrate consistency with applicable CCAP actions can be determined to have a less than significant cumulative impact on GHG emissions and climate change. As detailed in Section 5.7 of the Draft EIR, specific CCAP strategies that the Project is consistent with include, but are not limited to, green building standards, solar readiness, bicycling and pedestrian infrastructure, electrical vehicle infrastructure, sustainable land use design, water conservation, waste reduction, and revegetation and tree planting. Many of these strategies are reflected in the various Project Design Features that have been incorporated into the Project, and are provided below.

Total GHG emissions from the Project have also been quantified to provide information to decision makers and the public regarding the level of the Project's annual GHG emissions. Construction emissions are estimated using the California Emissions Estimator Model ("CalEEMod") based on the proposed construction schedule, and equipment types and activity levels provided as default values in CalEEMod. In accordance with SCAQMD guidance, GHG emissions from construction have been amortized over the 30-year lifetime of the Project (i.e., total construction GHG emissions were divided by 30) and are included in the annualized operational GHG emissions, discussed below.

Mobile source emission calculations associated with operation of the Project were calculated using the CalEEMod model and the Project's traffic study. Other GHG emissions resulting from energy usage, water and wastewater usage, solid waste handling, and equipment used during operation (e.g., landscaping equipment) were all calculated using CalEEMod, and included in the Project's annual GHG emissions. This annual emission calculation will be off-set by the fact that the Project site's undeveloped land would be converted to different land uses as well as landscaped areas with trees. This would result in an overall carbon reduction, or sequestration, once the vegetation reaches a steady state of growth (i.e., new vegetation replaces dying vegetation). Consequently, vegetation growth occurring following development of the Project will result in a reduction of GHG emissions. Ultimately, following construction and commencement of operation, the Project is anticipated to emit 8,494 CO2e per year. Detailed GHG emissions calculations are provided in Appendix 5.7-1 of the Draft EIR.

To provide a quantitative metric for describing the level of GHG reductions incorporated into the Project, the Project's annual calculated GHG emissions (8,494 CO2e per year) was compared to a "no action taken" ("NAT") scenario – that is, GHG emissions that would occur as a result of development of the Project without the reductions from Project Design Features, mitigation measures, or state and local GHG reduction policies and strategies. This NAT scenario was estimated to result in GHG emissions totaling 11,375 CO2e per year, indicating that the Project would reduce its emissions by approximately 17 percent as compared to the NAT scenario, which is consistent with and exceeds the GHG reduction targets required by AB 32 and the Scoping Plan.

Furthermore, and as noted above, the Project incorporates many Project Design Features that would reduce GHG emissions by increasing energy-efficiency beyond

standard requirements, reducing indoor and outdoor water demand, and requiring use of energy-efficient appliances and equipment. The Project would also incorporate characteristics that would reduce transportation-related GHG emissions by locating Project-related residential uses near complementary commercial uses and within one-quarter mile of transit, thereby encouraging alternative forms of transportation and pedestrian activity. Accordingly, the Project will be consistent with, and not conflict with, various state and local GHG-related plans, policies, regulations, including AB 1493 (Pavley Regulations), SB 1368, Low Carbon Fuel Standards, California Green Building Standards Code Requirements, Climate Action Team policies and recommendations, the Los Angeles County Green Building Ordinance, and the Los Angeles County LID Standards. Since the Project would implement Project Design Features and would incorporate water conservation, energy conservation, tree planting, and other features consistent with the County's Green Building Standards Code, and would be consistent with the applicable greenhouse gas reduction strategies, the Project would not conflict with any applicable plan, policy, or regulation to reduce GHG emissions and impacts would be less than significant.

Executive Orders S-3-05 and B-30-15 are orders from the State's Executive Branch for the purpose of reducing statewide GHG emissions. Executive Orders S-3-05's goal to reduce GHG emissions to 1990 levels by 2020 was codified by the Legislature as AB 32. As analyzed above, the Project is consistent with AB 32. Therefore, the Project does not conflict with this component of the Executive Orders. The Executive Orders also establish the goals to reduce GHG emissions to 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050. These goals have not yet been codified. However, the Scoping Plan identifies a cap-and-trade program as one of the strategies for California to reduce GHG emissions. CARB has subsequently designed and implemented a cap-and-trade program that will help put California on the path to meet its goal of reducing GHG emissions to 1990 levels by the year 2020 and ultimately achieving an 80 percent reduction from 1990 levels by 2050. As of January 1, 2015, the state's cap-and-trade program covered approximately 85 percent of California's GHG emissions.

Although the Project's emissions levels in 2020 and 2050 cannot yet be reliably quantified, Statewide efforts are underway to facilitate the State's achievement of those goals and it is reasonable to expect the Project's calculated emissions level to decline as the regulatory initiatives identified by CARB are implemented, and other technological innovations occur. Put another way, the Project's emissions total at build-

out represents the maximum emissions inventory for the Project as California's emissions sources are regulated (and are foreseeably expected to continue to be regulated in the future) in furtherance of the State's environmental policy objectives. As such, given the reasonably anticipated decline in Project emissions once fully constructed and operational, the Project is consistent with the Executive Orders' goals.

For the above reasons, the Project's potential GHG impacts would be less than significant.

Project Design Features

Construction

- To minimize grading on the Project site, existing pads will be used to the extent feasible. The site plan for the Project emphasizes the protection of open space and undisturbed connections to these adjoining areas by retaining in a natural condition approximately 119.56 acres of land primarily located adjacent to existing offsite open space areas located to the north and northeast, contiguous to existing undeveloped ridgelines, and along the westerly ridgeline and areas further to the west on the Project site in areas contiguous with undeveloped land to the west
- Pollutant Control
    - Duct Openings. Duct openings and other related air distribution component openings shall be covered during construction.45
    - Adhesives Sealants & Caulks. Adhesives, sealants and caulks shall be compliant with local or regional air pollution control or air quality management district rules where applicable or SCAQMD Rule 1168 VOC limits.
    - Paints & Coatings. Architectural paints and coatings shall comply with VOC limits in Table 1 of the ARB Architectural Suggested Control Measure.
    - Aerosol Paints & Coatings. Aerosol paints and coatings shall meet the Product-weighted MIR Limits for ROC in Section 94522(a)(3) and other requirements, including prohibitions on use of certain toxic compounds and ozone depleting substances, in Section 94522(c)(2) and (d)(2) of California Code of Regulations, Title 17, commencing with Section 94520.
    - Verification. Documentation shall be provided to verify that compliant VOC limit finish materials have been used.

    - Resilient Flooring. 80 percent of floor area receiving resilient flooring shall comply with specified VOC criteria.
    - Composite Wood Products. Hardwood plywood, particleboard and medium density fiberboard composite wood products used in the interior or exterior of the building shall meet the requirements for formaldehyde as specified in ARB's Air Toxics Control Measure for Composite Wood (17 CCR 93120 et. seq.).
- Resilient Flooring. Comply with the 90-percent resilient flooring systems requirements in Section A4.504.2
- Thermal Insulation. Comply with the thermal insulation requirements for Tier 1 in Section A4.504.3.

<u>Operation</u>

- Nearby freeway access and adjacency to services and jobs helps to avoid vehicle trips and vehicle miles traveled.
- A bus stop is located within a ¼ mile of the Project site. Trails provide additional alternatives to auto travel.
- Project streets are designed to be safe and integrate a network of roadways and connector trails for a walkable community. Sidewalks, on-street parking, tree canopies, curbs and gutters, narrower intersections with smaller radii are some of the Project's healthy walkable street features. A public park and secondary parks provide opportunities for outdoor activity. Vineyards and orchards can be accessed by foot and provide local food.
- Buildings will be oriented to optimize solar access, passive and active design techniques and cross breezes through the buildings.
- PV systems are to be installed in the common areas and Clubhouse structure to help offset Project energy use.
- Bicycle Parking would be provided for five percent of visitor parking spaces, including permanently anchored bicycle racks that would be provided within 200 feet of the visitors' entrance of the Clubhouse.
- EV Charging
    - Clubhouse. The Project will install at least one electric vehicle charging station at the Clubhouse, and comply with CALGreen Sections 4.106.4.1, 4.106.4.2.2 through and 4.106.4.2.5, to facilitate future installation and use of EV chargers. EVSE shall be installed in accordance with the California

Electrical Code, Article 625.

  - Residential Dwelling Units. For each dwelling unit, the Project will install a listed raceway to accommodate a dedicated 208/240-volt branch circuit and comply with CALGreen Section 4.106.4.1 and Section 4.106.4.2.2. The raceway shall originate at the main service or subpanel and shall terminate into a listed cabinet, box, or other EV charger. The service panel and/or subpanel shall provide capacity to install a 40-ampere minimum dedicated branch circuit and space(s) reserved to permit installation of a branch circuit overcurrent protective device. Compliance will include the Prerequisite EV charging requirements in Section A4.106.8.

- Tree canopy cover, light colored paving, and roofing materials will be used to reduce heat island effect.
- All residential dwellings shall be designed and constructed to be a minimum of 15 percent better than the 2013 Energy Code.
- The Clubhouse will be designed and constructed to meet zero net electric by incorporating passive solar techniques, high efficiency technologies, ENERGY STAR appliances, solid state LED adaptive lighting; coupled with solar PV to offset electrical loads.
- The Project will go beyond the conservation and efficient use of water by utilizing a watershed approach and recognizing the underlying groundwater aquifers in the Project design.
- The Project Applicant will develop Solar Energy CC&Rs to protect solar access throughout the community in perpetuity.
- Each builder shall be required to build and demonstrate at least one model at each model complex, a Zero Net Energy (ZNE-TDV52) option to potential homebuyers. This is to be consistent with 2013 Title 24, Part 6, Tier 2; 30 percent better than the 2013 energy code and install enough PV panels to offset 100 percent of the energy load over 12 months. [Note: This ZNE-TDV Tier is expected to be part of the 2016 CALGreen Residential Voluntary Measures; Division A4.2 Energy Efficiency.]

<u>Mitigation Measures</u>

- No mitigation measures are required.

Through incorporation of the above Project Design Features, potential GHG impacts would be less than significant.

8. Hazards and Hazardous Materials

Potential Effect

Construction and/or operation of the Project could potentially create a significant hazard to the public or the environment due to the potential presence of hazardous conditions and/or hazardous materials on or in the vicinity of the Project site.

Finding

Implementation of Project Design Features related to hazards, as well as compliance with all regulatory requirements of the Los Angeles County Department of Public Works (LACDPW), California Department of Conservation Division of Oil, Gas and Geothermal Resources ("DOGGR"), and the LACFD would reduce the Project's potential hazards impacts to less than significant levels. Therefore, impacts related to hazards and hazardous materials would be less then significant.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential significant environmental impacts regarding hazards and hazardous materials to less than significant levels.

Rationale for Finding

Potential impacts pertaining to hazards and hazardous materials are assessed in Section 5.8 of the Draft EIR. If the planned channel improvements were not completed, two retention basins would be constructed as Interim Controls. Once the planned channel improvements are completed, the retention basins will be removed and the Project will be completed. For purposes of the Draft EIR's analysis of impacts to hazards and hazardous materials, there would be no material difference in impacts with or without the Interim Controls. Therefore, full buildout of the Project was analyzed for potential hazardous materials impacts, as full buildout includes a greater number of homes and therefore potential for a larger number of people to be affected.

The Project is not within the vicinity of a private air strip, within two miles of a public airport (the nearest identified airport is approximately 20 miles from the Project site), or located within the boundaries of an airport land use plan. Thus, there will be no impacts with respect to presence of hazards or hazardous materials from airports within the Project site vicinity. Nor would the Project interfere with or physically impair an adopted emergency response plan or emergency evacuation plan, as roadway linkages

included as a component of the Project would improve access to the Project site for both residences and emergency personnel. Therefore, no potential impacts would occur with respect to such emergency plans.

Multiple environmental site assessments have been conducted for the Project site, and the most recent of which is included in Appendix 5.8-6 of the Draft EIR. Commencing in the 1970s and 1980s, the Project site was the location for oil production at 10 wells installed on the western portion of the Project site. The wells were closed and properly abandoned in accordance with state law requirements in 2003. DOGGR has indicated that it will require review of the original abandonment files relative to the proposed new Project, and possibly require re-abandonment to the latest DOGGR requirements. In addition to the oil drilling operations, approximately 145 acres of the western portion of the Project site was used as a golf course from 1963 until the early 1980s. Underground storage tanks ("USTs") are commonly associated with golf courses, but no field indications of any USTs were identified on the Project site. The Project site's former golf course pro shop building was later used as an office and maintenance shop by the oil company, Alabama Essential Oil ("AEO"). In addition, two or three mobile homes used by the golf course were on-site in the early 1980s. These structures are no longer present on the Project site.

The Project site has undergone soil testing and excavation to remove contaminated soils resulting from prior uses. The LACFD issued a No Further Action letter confirming the completion of site remediation for the former oil drilling area known as the AEO Lease - Burns/Crist Lease Area on March 29, 2010; and issued a No Further Action letter confirming the completion of site remediation for the former oil drilling areas known as the SADD Lease - North Pad and the SADD Lease - South Pad Areas. Extensive site grading (in excess of 12 million cubic yards of combined cut and fill) has been carried out on the Project site in connection with the Prior Entitlements, and that work has yielded no evidence of additional soil contamination. If further soil contamination were discovered, in adherence with Mitigation Measure MM 5.8-2, all contaminated soil would be disposed of in accordance with local, state, and federal regulations. Therefore, impacts related to risk of upset from prior soil contamination resulting from former Project site uses during the construction phase would be less than significant.

During Project construction, including construction of off-site improvements, the types of potentially hazardous materials that could be used include paints, coatings,

adhesives, building materials, caustic cleaners, fuel and oil for construction equipment, etc. The use, handling, storage, and transport of these materials could increase the potential for hazardous materials releases and, subsequently, the exposure of people and the environment to hazardous materials. However, in accordance with various Project Design Features (described below), all potentially hazardous materials would be contained, stored, used, and transported in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations, which would prevent or minimize the potential for accidental releases. As such, on-site construction would not create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials or use of pressurized tanks and impacts would be less than significant.

During Project operation, hazardous materials would be used for cleaning purposes, landscaping, and routine maintenance. Examples of such materials could include but are not limited to cleaning solvents, fertilizers, pesticides and herbicides for landscaping and orchard and vineyard plantings, and painting supplies. However, all potentially hazardous materials transported, stored, or used on-site for the upkeep of public facilities, parkland and open space areas by the maintenance contractors would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable County, state, and federal regulations governing such activities. As such, operational impacts related to accidental release or upset of these hazardous materials waste would be less than significant. In addition, potential hazardous wastes generated by the Project's residential uses would be limited to E-waste, cleaning solvents, materials used for landscaping, and materials used for maintenance. Hazardous waste impacts related to the accidental release or upset due to the use of hazardous materials or hazardous waste from residential uses would be less than significant as use of hazardous materials would comply with applicable county, state and federally required methods of disposal of E-waste, household hazardous wastes, and paint.

As noted, the 10 oil wells associated with prior oil drilling on the Project site are no longer active and were properly abandoned. Access to the abandoned oils wells by state regulators would continue to be provided upon completion of the Project as required by DOGGR. In addition, active oil production occurs on land adjacent to the Project site, near the Hasley Canyon Road entrance to the Project site. This land is not owned or controlled by the Applicant and no Project construction would occur within this area. The Applicant would coordinate with the County and DOGGR to ensure that

requirements regarding development in proximity to active or abandoned oil wells would be met as ensured via implementation of Project Design Features. With implementation of Project Design Features and compliance with applicable procedures, rules and regulations, including covenants and restrictions in place from AEO that relate to the proximity of development within 25 feet of the ten abandoned oil wells, impacts associated with development in proximity to abandoned wells or with any previously unidentified abandoned oil wells would be less than significant.

A search of relevant databases indicated that, with the exception of the abandoned oil wells on the Project site, there were no identified environmental risk sites located within a 0.5-mile radius of the Project site. Furthermore, as previously discussed, the Project site has undergone soil testing and excavation to remove contaminated soils resulting from prior uses. Thus, given the low potential for further soil and groundwater contamination from past oil drilling activities at the Project site and the lack of sites identified as environmental risk sites near the Project site, the Project would not create a significant hazard to the public or environment, and impacts would be less than significant.

The LACFD (in collaboration with the California Department of Forestry and Fire Protection ("CalFire") has designated the Project site as a Very High Fire Hazard Severity Zone (VHFHS) Zone. Due to the fire hazard potential that exists in the VHFHS Zone, development within these areas is subject to various governmental codes, guidelines, and programs aimed at reducing the potential fire hazard risks to an acceptable level. The County of Los Angeles has prepared Fuel Modification Plan Guidelines, which set forth guidelines and landscape criteria for all new construction to implement ordinances relating to fuel modification planning to help reduce the threat of fires in high hazard areas. A final fuel modification plan would be submitted for review and approval to the Forestry Division of LACFD before the issuance of building permits as required by proposed Mitigation Measure MM 5.12.4-5. Furthermore, the Project would be required to comply with all applicable Fire Code and County ordinance requirements regarding construction, access, water mains, fire hydrants, fire flows, and brush clearance for this zone. Therefore, through compliance with applicable County Fire Code and LACFD requirements, as well as approval and implementation of the fuel modification plan, impacts relative to the VHFHS Zone would be less than significant.

<u>Project Design Features</u>

- All hazardous materials within the Project site would be acquired, handled, used,

stored, transported, and disposed of in accordance with all applicable federal, state, and local requirements.

- In accordance with Section 110.4 of the County of Los Angeles Building Code, the Project development plans shall comply with the required setbacks from oil and gas wells, as determined by the California Department of Conservation Division of Oil, Gas and Geothermal Resources, the County of Los Angeles Department of Public Works, and the Los Angeles County Fire Department. As part of these requirements, buildings or enclosed structures shall not be located in close proximity to an existing well. To be considered not in close proximity to a well, two adjacent sides should be free of structures or property lines for no less than ten feet, with the third side free at a distance to be determined by County of Los Angeles Fire Department according to recommendations by a licensed Civil Engineer and approved by the County Building Official and Fire Department. Ultimately, the distance shall be sufficient to allow room for equipment required for re-abandonment operations if necessary. Any necessary clearance/approvals shall be sought from the County of Los Angeles Department of Public Works Environmental Programs Division, as required.
- Following construction and prior to the issuance of the first certificate of occupancy, the Applicant would submit an emergency response plan for approval by the County of Los Angeles Fire Department. The emergency response plan would include, but not be limited to, the following: mapping of site access and emergency exits, evacuation routes for vehicles and pedestrians, and locations of the nearest hospitals and fire stations.
- The Project would also comply with applicable fire flow requirements set forth in the Fire Code.
- “L” Street, as shown on Figure FEIR-1 Revised Vesting Tentative Tract Map No. 52584, one private driveway and a fire lane were extended in length in order to completely encompass three oil wells and their 25-foot setback envelopes.
- Lots around the “M” Street cul-de-sac (see Figure FEIR-1) were re-configured in order to create an HOA-owned pocket park that completely encompasses one oil well and its 25-foot setback envelope.

<u>Mitigation Measures</u>

- **MM 5.8-1:** Prior to issuance of a building permit, the Applicant shall submit to the Los Angeles County Fire Department, the Division of Oil Gas and Geothermal

Resources, and any applicable local or state agencies documentation verifying that all inactive oil wells have been fitted with vent caps unless determined to be unnecessary by Los Angeles County Fire Department.

- **MM 5.8-2** Prior to issuance of a building permit, the Applicant shall submit to the Los Angeles County Fire Department documentation verifying that vapor barriers are installed on all homes within 300 feet of any abandoned oil wells.
- **MM 5.8-3** If during grading and excavation previously unidentified soil contamination is observed, by sight or smell, or indicated by testing (by a qualified professional using a portable volatile organic compound analyzer) grading and excavation within the area shall be temporarily halted and redirected around the area at a minimum of 25 feet, until the appropriate evaluation and follow-up measures (as contained in the South Coast Air Quality Management District's Rule 1166) are implemented to make the area suitable for grading activities to resume. The contaminated soil shall be evaluated and excavated/disposed of, treated in-situ (in place), or otherwise managed and disposed of in accordance with all applicable federal, State, and local laws and regulations.

Following implementation of the above Project Design Features and Mitigation Measures, the Project's potential impacts pertaining to hazards and hazardous materials would be reduced to a less than significant level.

9. <u>Hydrology and Water Quality</u>

Potential Effect

The Project's associated construction activities could significantly impact the quality of the groundwater and/or storm water runoff to the storm water conveyance system and/or receiving water bodies due to surface runoff from the Project during construction. The Project's post-development activities could potentially degrade the quality of storm water runoff. Post-development non-storm water discharges could contribute potential pollutants to the storm water conveyance system and/or receiving bodies. All of these potential effects require NPDES permit compliance.

Finding

Construction of new drainage improvements and implementation of the identified BMPs in compliance with all regulatory requirements in accordance with the

requirements of the LACDPW and Regional Water Quality Control Board ("RWQCB") would reduce the Project's potential erosion, sedimentation, and water quality impacts to less than significant levels. Therefore, impacts related to hydrology and water quality would be less then significant.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential significant environmental impacts regarding hydrology and water quality to less than significant levels.

Rationale for Finding

Hydrology impacts are discussed in Section 5.9.1 of the Draft EIR and analyzed in the Project's Hydrology Report included as Appendix 5.9.1-1 of the Draft EIR. Water quality impacts are discussed in Section 5.9.2 of the Draft EIR and analyzed in the Project's Water Quality Report included as Appendix 5.9.2-1 of the Draft EIR.

If the planned downstream channel improvements are not constructed prior to the completion of Project grading, Interim Controls, including two retention basins, would be necessary. Full buildout of the Project would be implemented only when the planned channel improvements are completed. Full buildout of the Project is expected to be slightly more impactful from a hydrology and water quality perspective because, due to the 13 housing unit increase (as compared to the condition with Interim Controls), full buildout contains slightly more impervious area (approximately 4 percent). The increase in developed home sites under full buildout may be correlated to a proportional increase in flow rates. As such, the hydrologic and water quality impacts analyzed in the Draft EIR are for the full build out condition.

<u>Hydrology</u>

The Project consists of single-family residential units, a vineyard and an orchard, recreational uses, and open space. Hasley Canyon Creek, located at the western area of the property, is designated as a FEMA floodway; however, no housing is proposed to be located near the floodway. Therefore, no people or structures would be exposed to a significant risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam. Further, the Project site is not located in an area that would be inundated by seiche or tsunami; minimizing the chance of mudflows. Therefore no impacts could occur with respect to these impacts as the result of the Project.

The Tributary Area for the Project site is approximately 580 acres and lies

completely within unincorporated Los Angeles County. The Tributary Area is comprised of eight drainage areas that independently drain toward Hasley Canyon Creek or Castaic Creek. Runoff flows to and through the Project site via sheet flows and natural concentrated flows. All runoff from the Tributary Area eventually discharges to either Hasley Canyon Creek or Castaic Creek either directly or to existing storm drain systems. There are currently three existing debris basins and seven storm drain systems located adjacent to the Project site.

During construction, temporary BMPs will be furnished to comply with NPDES standards to minimize pollutant discharge from a construction site and a SWPPP will be submitted to the RWQCB. Erosion control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap or filter sediment once it has been mobilized. A SWPPP would be developed as required by, and in compliance with, the MS4 Permit, which requires the SWPPP to include BMPs to be selected and implemented based on the determined Project risk level to effectively control erosion and sediment to the Best Available Technology Economically Achievable (BAT) and/or Best Conventional Pollutant Control Technology ("BCT"). Implementation of these Project Design Features would reduce impacts by ensuring compliance with the terms of necessary permits and through the preparation of and compliance with an erosion control plan. These measures, which are incorporated as Project Design Features, would reduce impacts associated with substantially altering the existing drainage pattern in a manner which would result in substantial erosion or siltation on- or off-site, to less than significant levels during construction.

The general site design for the Project, incorporating best management design practices, will utilize treatment control facilities, which will be distributed throughout the Project site at strategic locations to capture stormwater quality flows and, if interim controls are necessary, to meet regulatory hydromodification requirements. Runoff from the developed portions of the Project site would be conveyed to either Hasley Canyon Creek or Lower Castaic Creek through a combination of grading, storm drain pipes, catch basins, outlet structures, and rock rip-rap lining along Hasley Canyon Creek. As a result, there would be no substantial alteration in the existing drainage pattern of Hasley Canyon Creek or Castaic Creek, in a manner which would result in substantial erosion or siltation on- or off-site. Therefore, the Project would not alter a stream or river such that substantial erosion or siltation would occur on or off site. Moreover, placement of the rock rip-rap levee along the northern bank of Hasley Canyon Creek would result in a long-term beneficial impact because the rip-rap would stabilize a portion of the creek's

bank and thereby reduce future erosion of the bank that could potentially occur on the Project site. As a result, there would be no substantial alteration to the existing drainage pattern of the Project site in a manner which would result in substantial erosion or siltation on or off site, and impacts would be less than significant.

The development of the Project would slightly decrease the amount of runoff from those areas of the Project site. Specifically, as compared with the existing condition, the post development clear flow runoff would slightly decrease from and through the Project site, and burned and bulked runoff and debris flow rates would be reduced. This reduction in discharge would occur due to coverage of much of the Project site with pavement, roofs, vegetation, and other non-erosive surfaces resulting in less erodible material on the Project site. It also would be largely the result of the debris or mini-debris basins proposed to be constructed at upstream locations and the two existing basins proposed to remain, which would capture sediment and debris in upstream runoff and allow debris to settle out from the runoff before it would discharge into the storm system through the developed portion of the Project site. With these improvements in place, the Project would reduce runoff flow rates through the Project site and into Hasley Canyon Creek or Castaic Creek. Furthermore, since storm flows from upstream areas would be channeled through the Project site in facilities designed for the 50-year capital storm, and since on-site runoff would be accommodated in facilities designed for the 25-year urban design storm, pursuant to LACDPW requirements, no on-site or upstream flooding due to inadequately designed storm drainage facilities would occur.

The design of the underground stormwater conveyance infrastructure will comply with LACDPW requirements for “Storm Drains and Urban Flood Protection” to minimize flood hazards. The final engineered design of the storm drains will be evaluated and approved by LACDPW to ensure design is compliant with LACDPW requirements for storm drains and urban flood protection. Since proposed buried storm drains would be designed to convey the 100-year and capital flood events, the Project would not exceed the capacity of the planned stormwater drainage systems and would not result in a significant flooding hazard. As a result, any potentially significant impacts relating to post-development drainages and discharges would be reduced to a less than significant level. Thus, with the implementation of the Project Design Features, the Project would not create or contribute runoff flow rates that would exceed the capacity of existing or planned storm water drainage systems and Project impacts under this criterion would be less than significant.

A final developed condition hydrology analysis (LACDPW Drainage Concept Report [“DCR”] and Final Design Report [“FDR”]) will be required to be prepared and reviewed by the County in conjunction with the final Project design when precise engineering occurs. This final analysis shall confirm that all elements of the storm drain system conform to the policies and standards of the LACDPW, and LAFCO as applicable.

Project Design Features

- Perimeter protection to prevent sediment discharges through silt fences, fiber rolls, gravel bag berms, sand bag barriers, and compost socks
- Storm drain inlet protection
- Sediment capture and drainage control through sediment traps, storm drain inlet protection, and sediment basins
- Velocity reduction through check dams, sediment basins, and outlet protection/velocity dissipation devices
- Reduction in off-site sediment tracking through stabilized construction entrance/exit, construction road stabilization, and entrance/exit tire wash
- Slope interruption at permit-prescribed intervals (fiber rolls, gravel bag berms, sand bag berms, compost socks, biofilter bags)
- The Project is required to comply with the RWQCB Municipal Permit General MS4 Permit, and with the state’s General Construction Activity Storm Water Permit, California State Water Resources Control Board Order No. 2009-0009 DWQ, NPDES No. CAS000002, adopted September 2, 2009, as amended and further modified by Order No. 2010-0014 on November 16, 2010, and Order No. 2012-0006 on July 17, 2012
- The on-site storm drains (pipes and reinforced concrete boxes) and open channels shall be designed and constructed to meet the storm flows, as required by the LACDPW.
- Catch basins would be provided to intercept flows beyond the 10-, 25-, and 50-year storms and at strategic locations to minimize flooding at street intersections and at sump locations.
- Debris basins shall be constructed pursuant to LACDPW requirements to intercept storm flows from undeveloped areas before they discharge into the developed portions of the Project site.
- Low flow pipes would be provided to reduce pollution impacts by intercepting first

flush runoff from developed portions of the Project site. Pollutants expected to be generated on the Project site, their potential water quality impacts, and water quality control are addressed by Draft EIR Section 5.9.2, Water Quality.

- Energy dissipaters consisting of either rip-rap or larger standard impact type energy dissipaters shall be installed along Hasley Canyon Creek as required by LACDPW at outlet locations to reduce velocities of runoff into the channel to prevent erosion.
- Bank stabilization would be constructed along portions of the existing northern bank of Hasley Canyon Creek. Subsequent re-vegetation installed after bank stabilization is in place would create more vegetated corridor than presently occurs under existing conditions.

County Plan Check Requirements

- The Applicant shall be responsible for obtaining permits for affected areas; all necessary permits, agreements, and/or letters of exemption from the FEMA, USACE and/or CDFW for project-related development within their respective jurisdictions must be obtained and submitted to the local Building and Safety District Office.
- Modification to the grading design, as determined through the Conditional Letter of Map Revision ("CLOMR") process, may be required for proposed placement of the rip rap bank stabilization and proposed grading within the floodplain.
- During construction, by October 1st of each year, the field engineer must submit a separate erosion control plan for construction activities to the County describing the erosion control measures that will be implemented during the rainy season (October 1 through April 15).
- Final Project hydrology and debris production calculations shall be prepared by a project engineer to verify the requirements for debris basins and/or desilting inlets.
- To reduce debris being discharged from the site, debris basins shall be designed and constructed pursuant to LACDPW Flood Control requirements to intercept flows from undeveloped areas entering into the developed portions of the Project site.

Water Quality

The Project consists of single-family residential units, a vineyard and an orchard,

recreational uses, and open space. None of the uses are point source generators of water pollutants, and thus, no quantifiable water quality standards apply to the Project. As a suburban development, the Project would add typical, urban, nonpoint-source pollutants to stormwater runoff. These pollutants are permitted by the Countywide Municipal Separate Storm Sewer System ("MS4") permit, and would not exceed any receiving water limitations. In addition, the Project would prepare a SUSMP. Compliance with the MS4 permit, submission of a SUSMP, and inclusion of standard BMPs into the Project design would ensure that the Project would not violate any water quality standards or waste discharge requirements. Further, there are no State Water Resources Control Board-designated Areas of Special Biological Significance in the Project area. The Project would not include the use of septic tanks, and instead would connect to the area wide wastewater system. Therefore, no significant impacts related to water quality standards or waste discharge requirements would occur as a result of the Project. The Project site is not within an Area of Special Biological Significance and the Project does not propose any on-site wastewater treatment systems. As such, the Project would not result in point or nonpoint source pollutant discharges into SWRCB-designated Areas of Special Biological Significance, or result in the use of onsite wastewater treatment systems in areas with known geological limitations.

Project construction activities would temporarily disturb soils, and disturbed soils are susceptible to high rates of erosion from wind and rain, resulting in sediment transport from the Project site. Erosion and sedimentation affect water quality through interference with photosynthesis, oxygen exchange, and the respiration, growth, and reproduction of aquatic species. Other pollutants, such as nutrients, trace metals, and hydrocarbons, can attach to sediment and be transported with sediment to downstream locations. Sediment-associated pollutants could also cause or contribute to degradation of water quality. The delivery, handling, and storage of construction materials and wastes, as well as the use of construction equipment, could also introduce a risk for stormwater contamination that could impact water quality.

However, all construction activities, including installation and realignment of utilities, would be subject to existing regulatory requirements, including compliance with the State General Construction Activity Storm Water Permit and the provisions in the General Permit addressing control of construction phase water impacts. The General Permit requires the discharger to perform a risk assessment for the Project and to prepare and implement a SWPPP, which must include erosion and sediment control BMPs that would meet or exceed measures required by the determined risk level of the

General Permit, as well as BMPs that control the other potential construction-related pollutants, a Construction Site Monitoring Program that identifies monitoring and sampling requirements for “non-visible” pollutants to be implemented if there is a failure of BMPs; and a sediment monitoring plan if the Project site discharges directly to a water body listed on the 303(d) list for sediment. The construction-phase BMPs would assure effective control of not only sediment discharge, but also of pollutants associated with sediments, such as nutrients, heavy metals, and certain pesticides, including legacy pesticides. In addition, compliance with BAT/BCT requires that BMPs used to control construction water quality are updated over time as new water quality control technologies are developed and become available for use, including updated performance standards and testing protocols as they become available. Therefore, compliance with the BAT/BCT performance standard ensures mitigation of construction water quality impacts over time. The Project would comply with federal and state required water quality standards and waste discharge requirements with respect to construction-related runoff, and as such, water quality impacts associated with Project construction would be less than significant.

Mean annual runoff volumes are expected to increase with development of the Project site, due to the increase in imperviousness associated with development of the Project site, as well as by the decrease in infiltration capacity of existing site soils associated with the compaction of site soils during construction. To address this increase in runoff volume, Project Design Features include site design, source control, and treatment control BMPs in compliance with the SUSMP and LID Ordinance requirements. In addition to water quality improvements, the treatment and volume control BMPs would also provide runoff volume reduction. For this Project, multiple basins will be designed to capture stormwater and retain the captured volume, or slowly release the water in such a way that it mimics pre-project flow characteristics; peak, volume, and duration. In addition, debris basins would be constructed throughout the Project site to protect receiving waters from potential pollutants and to reduce potential water quality impacts to a level required to ensure impacts remain less than significant. Through implementation of the PDFs, including BMPs and source controls, the Project would comply with federal and state legally required water quality standards and waste discharge requirements with respect to operation-related runoff.

Operational use of the Project could lead to an increase in trash and debris on the Project site and entering the local receiving waters. However, the Project Design Features, including source control and treatment BMPs, would minimize the adverse

impacts of trash and debris, and the receiving waters of the Project would not be significantly impacted.

Basins designed on the Project site are designed specifically to be drained or infiltrated within a time limit, (i.e.; 72 hours) that precludes proliferation of mosquitos), thus standing water would not accumulate. Spadefoot toad ponds located on the Project site would be designed to hold water for approximately 8 to 10 weeks, during the rainy season. While it is unlikely that these temporary ponds would increase the habitat for mosquitoes, if necessary the use of *Bacillus thuringiensis* ssp. *Israelensis* (Bt) would be used to control the mosquito population. As such the Project would not increase habitat for mosquitoes and other vectors that transmit diseases. Impacts would be less than significant.

Based on compliance with various State and County regulatory requirements, and incorporation of the identified Project Design Features, the Project would not result in a violation of any groundwater quality standards or waste discharge requirements or otherwise substantially degrade water quality. As a result, the Project's construction and operational water quality impacts would be less than significant.

Project Design Features

Erosion

- Re-vegetate exposed areas as quickly as possible
- Excavation and grading activities would be scheduled during dry weather periods to the extent feasible.
- Stockpiled soil would be covered with secured tarps or plastic sheeting or sprayed with a soil stabilizer when not in active use.
- Minimize disturbed areas
- Divert runoff from downstream drainages with earth dikes, temporary drains, slope drains, etc.
- Reduce velocity through outlet protection, check dams, and slope roughening/terracing
- Implement dust control measures, such as sand fences, watering, etc.
- Stabilize all disturbed areas with blankets, reinforced channel liners, soil cement, fiber matrices, geotextiles, and/or other erosion resistant soil coverings or treatments
- Stabilize construction entrances/exits with aggregate underdrains with filter cloth

or other comparable method

- Place sediment control BMPs at appropriate locations along the Project site perimeter and at all operational internal inlets to the storm drain system at all times during the rainy season (sediment control BMPs may include filtration devices and barriers, such as fiber rolls, silt fence, straw bale barriers, and gravel inlet filters, and/or with settling devices, such as sediment traps or basins)
- Eliminate or reduce, to the extent feasible, non-storm water discharges (e.g., pipe flushing, fire hydrant flushing, over-watering during dust control, vehicle and equipment wash down, etc.) from the construction site through the use of appropriate sediment control BMPs.
- Physical stabilization through hydraulic mulch, soil binders, straw mulch, bonded and stabilized fiber matrices, compost blankets and erosion control blankets (i.e., rolled erosion control products)
- Limiting the area and duration (<14 days) of exposure of disturbed soils.
- Soil roughening of graded areas (through track walking, scarifying, sheepsfoot rolling, or imprinting) to slow runoff, enhance infiltration, and reduce erosion
- Vegetative stabilization through temporary seeding and mulching to establish interim vegetation
- Wind erosion (dust) control through the application of water or other dust palliatives as necessary to prevent and alleviate dust nuisance

<u>Sediment</u>

- Perimeter protection to prevent sediment discharges through silt fences, fiber rolls, gravel bag berms, sand bag barriers, and compost socks
- Storm drain inlet protection
- Sediment capture and drainage control through sediment traps, storm drain inlet protection, and sediment basins
- Velocity reduction through check dams, sediment basins, and outlet protection/velocity dissipation devices
- Reduction in off-site sediment tracking through stabilized construction entrance/exit, construction road stabilization, and entrance/exit tire wash
- Slope interruption at permit-prescribed intervals (fiber rolls, gravel bag berms, sand bag berms, compost socks, biofilter bags)
- The Project is required to comply with the RWQCB Municipal Permit (General Permit) Order No. R4-2012-0175, NPDES No. CAS004001 (adopted November

8, 2012), and with the state's General Construction Activity Storm Water Permit, California State Water Resources Control Board Order No. 2009-0009 DWQ, NPDES No. CAS000002, adopted September 2, 2009, as amended and further modified by Order No. 2010-0014 on November 16, 2010, and Order No. 2012-0006 on July 17, 2012

Operation

- On-site storm drains (pipes and reinforced concrete boxes) and open channels shall be designed and constructed to meet the storm flows, as required by the LACDPW.
- Catch basins shall be provided to intercept flows beyond the 10-, 25-, and 50-year storms and at strategic locations to minimize flooding at street intersections and at sump locations.
- Debris basins shall be constructed pursuant to LACDPW requirements to intercept storm flows from undeveloped areas before they discharge into the developed portions of the Project site.
- Low flow pipes shall be provided to reduce pollution impacts by intercepting first flush runoff from developed portions of the Project site.
- Energy dissipaters consisting of either rip-rap or larger standard impact type energy dissipaters shall be installed along Hasley Canyon Creek as required by LACDPW at outlet locations to reduce velocities of runoff into the channel to prevent erosion.
- Bank stabilization shall be constructed along portions of the existing northern bank of Hasley Canyon Creek. Subsequent revegetation installed after bank stabilization is in place would create more vegetated corridor than presently occurs under existing conditions.
- Water quality control treatment basins shall be placed at appropriate locations within the site to treat stormwater runoff from developed areas and reduce or eliminate pollutant loadings.
- Additional source control and treatment control BMPs, such as vegetated swales and buffers, may be utilized within the Project site to compliment the overall water quality control design.

Mitigation Measures

- No mitigation measures are required.

Through incorporation of the above Project Design Features, potential hydrology and water quality impacts would be less than significant.

10. **Land Use and Planning**

Potential Effects

The Project could be deemed inconsistent with applicable County planning and zoning regulations for the Project site, including, but not limited to, the General Plan, specific plans, local coastal plans, area plans, community/neighborhood plans, and the County's zoning ordinance as applicable to the Project site. In addition, the Project could be deemed inconsistent with relevant regional planning efforts and policies. Such inconsistencies, if severe enough, could potentially result in a significant physical impact on the environment.

Finding

Following a review of applicable adopted plans and policies that regulate land use on the Project site, the County finds that the Project is consistent with these applicable land use policies, plans, and ordinances. Therefore, no significant impacts regarding land use and planning exist.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential significant environmental impacts regarding land use and planning to less than significant levels.

Rationale for Finding

Potential land use impacts are assessed in Section 5.10 of the Draft EIR. If the planned channel improvements are not completed, two retention basins would be constructed as Interim Controls. Once the planned channel improvements are completed, the retention basins will be removed and the Project will be completed. For purposes of the Draft EIR's analysis of land use impacts, there would be no material difference in impacts between with or without the Interim Controls. Therefore, full buildout of the Project was analyzed by the Draft EIR.

As further described below and in Draft EIR Section 5.10, Land Use and Planning, the Project is consistent with the residential uses allowed and anticipated under the Santa Clarita Valley Area Plan (2012) and also consistent with the official regional and local population projections for the Project vicinity. Therefore,

implementation of the Project will not introduce any unanticipated increase in population or housing. No housing units or people would be displaced by the Project and therefore, the Project will not cause loss of housing or displacement of households.

The Project site is located in a suburban area surrounded by existing planned residential communities, open space, equestrian estate homes, commercial and light industrial uses. The Santa Clarita Valley Area Plan (2012) designation for the Project site is H2-Residential 2, an urban designation, which allows, with a density-controlled CUP, development of up to two units per acre. Zoning on the Project site is A2-2 (Heavy Agriculture, 2-acre Minimum Lot Area) which allows for single-family dwelling units. The Project would redevelop the Project site to be consistent with the surrounding area by adding housing and open space areas. The Project would increase connectivity by providing a minimum of two points of access (i.e., the main Project entrance at Hasley Canyon Road and a secondary access via Hayward Drive. The new connections would provide access to existing roadways, developed communities, and trails. Therefore, the Project would not divide an established community.

As demonstrated in Section 5.10 of the Draft EIR, the Project is consistent with the goals, objectives, policies, and regulations of applicable County land use plans, including the County General Plan and the Santa Clarita Valley Area Plan (”SCVAP 2012”), as well as with the County Planning and Zoning Code, including the Castaic CSD. Specifically, the Project site is located in close proximity to a variety of land uses including, single-family homes, equestrian estate homes, the established Val Verde Community, and one and two story commercial buildings used primarily for manufacturing and industrial purposes. Although there are several different land uses in the vicinity of the Project site, in general, areas to the north, south, and east have a more suburban character, while areas to the west and southwest have lower densities and a more rural character. To remain consistent with the surrounding area, the Project includes residential uses and maintains much of the Project site for open space and recreational uses (223.19 acres), much of it in a natural form.

The Project incorporates land uses that would be consistent in size, architectural quality, density, and topographic orientation when compared to the existing surrounding residential and open space. The Project, including its extensive open space, is designed to blend with the more urban, single-family homes to the east and north, the non-urban land use designations to the west and the commerce center to its south.

Specifically, the Project would meet the minimum 7,000-square-foot (sf) lot requirement of the Castaic CSD, which will provide opportunity to accommodate setbacks, walls, fences, parking and on-site landscaping. The proposed residences will be consistent with the character of the surrounding residential communities, and, at an average of 12,672 sf per residential lot (and a range of 8,300 to 16,700 square foot lots), will provide slightly larger lots on average than the developments to the north and east of the Project site, providing a transition to the more rural development to the west.

Within the Project site's boundaries, homes would generally be constructed on the interior of the Project site with much of the perimeter of the Project site being maintained as open space or recreational areas. The Project will include recreational amenities such as park areas and trails. The establishment of a residential community with open space areas and on-site recreational amenities will serve to perpetuate the use and enjoyment of the Project site by future residents and other residents in the vicinity.

The Project site can accommodate the proposed development of 497 single-family residences consistent with Title 21 and Title 22 of the Los Angeles County Code. The Project site is adequate in size (approximately 430.4 acres) and shape to accommodate the yards, walls, fences, parking facilities, landscaping and other development features prescribed in the Los Angeles County Code, or as is otherwise required in order to integrate the Project uses with the surrounding area. As permitted by the County Code, the Applicant is requesting a conditional use permit to allow for density controlled development on the Project site and a reduction in the 2-acre minimum lot sizes. In addition, the Project will comply with applicable provisions of the County's Hillside Management Area Ordinance.

The Project's proposed grading on both the easterly and westerly ridgelines is consistent with the County's land use and zoning regulations. As part of the Prior Entitlements, the easterly ridgeline was substantially graded such that the entire primary portion has been removed from within the Project grading limits and only two noncontiguous pieces of the secondary portion remain. In 2004, the Castaic CSD was adopted, which imposed certain restrictions on mapped significant primary and secondary ridgelines. Subsequently, the easterly and westerly ridgelines on the Project site were mapped as significant primary and secondary ridgelines on the County Significant Ridgeline Map. However, given the substantial grading activity that took place under the Prior Entitlements, the majority of the primary and secondary easterly

ridgeline no longer physically exist on the Project site in any appreciable form. In light of the current condition of the easterly ridgeline, compliance with the Castaic CSD with respect to preservation of the easterly ridgeline in its natural condition would not be feasible. Issuance of a variance is consistent with the land use policies and zoning ordinance of the County, which permits variances in such circumstances.

The Applicant is also requesting a conditional use permit for limited development on primary and secondary areas of the westerly ridgeline. The westerly ridgeline, under the grading permit granted under the Prior Entitlement, was subject to early-stage grading operations, including but not limited to: clearing and grubbing, the grading of a construction road along its crest and over the crest in at least two places, and mining operations of natural sand deposits for use as utility beddings elsewhere on the Project site. Grading operations ceased prior to the complete removal of the ridgeline for reasons unrelated to any designation of the ridgeline as being "significant." Under the Project, approximately 100 linear feet of the secondary ridgeline will be removed to accommodate the extension of Barcelona Road. However, unlike under the Prior Entitlements, the extension of Barcelona Road is no longer proposed along the crest of the primary ridgeline. Under the currently proposed configuration, the roadway will be along secondary ridgeline areas, crossing over, rather than sited directly on, the crest. As a result, and as demonstrated in Section 5.10 of the Draft EIR, the proposed grading on the westerly ridgeline would qualify for the County Code's exemption from the general restriction on grading activities along mapped significant ridgelines.

With approval of the requested entitlements, the Project would be consistent with the current General Plan, including the Santa Clarita Valley Area Plan (2012), the County Planning and Zoning Code, including the Castaic CSD and the Hillside Management Area Ordinance and would utilize conditional use permits and oak tree permits permitted by those plans and ordinances. Furthermore, as detailed in Section 5.10 of the Draft EIR, the Project would also be consistent with SCAG regulatory plans and policies, including the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which provides a guiding vision for development in the Southern California region, as well as a basis for planning infrastructure improvements.

Given the above-described conformance with applicable planning and land use policies, goals, and regulations, the Project would not result in significant impacts associated with consistency with regulatory land use plans and guidelines. Therefore,

no mitigation measures would be required.

Project Design Features

- Location. Nearby freeway access and adjacency to services and jobs helps to avoid VT and VMT.
- Open Space. The Project will maintain approximately 223.19 acres of recreation and open space, including, a 7.45 acre park (comprised of a 5.28 acre park to be dedicated to the County and an adjoining 2.17 acres to be owned and maintained by the homeowner's association, but made publicly accessible for park purposes through grant of easement to the County) and additional secondary parks and other recreation areas (32.31 acres), and 185.6 acres of open space of which 119.56 acres are proposed as natural open space.
- Trail System. Approximately 4.5 miles of trails will be constructed throughout the Project with approximately 3,000 linear feet of public multi-purpose trails to provide a complete system and access to the local and regional trail system. Enhanced trailheads provide gathering points and connectivity to the local regional trail system. Trail standards will be in accordance with the Castaic CSD and other applicable requirements.
- Hillside Management. Contour grading, curvilinear street design, terraced drains, terraced slopes and related Project Design Features have been incorporated as Project best management practices.
- Significant Ridgeline Protection. To minimize Project site grading, the Project proposes to use existing pads in the easterly portion of the Project site to the extent feasible. The Project plan emphasizes open space and connections to adjoining areas by maintaining approximately 185.6 acres of land as non-recreational area space, of which approximately 119.56 acres of natural open space would remain largely native in character.
- The westerly ridgeline will be largely undisturbed other than to restore and stabilize the slope as needed due to prior work on the ridgeline (which included early-stage grading operations within its setback limits, including but not limited to: clearing and grubbing, the grading of a construction road along its crest and over the crest in at least two places, and mining operations of natural sand deposits for use as utility beddings elsewhere on the Project site) and the proposed Barcelona Road extension, which would not traverse the primary portion of the ridgeline (as is permitted by the Prior Entitlements) but would

instead cross over a secondary portion of the ridgeline in one location in an area subject to such prior disturbance of the ridgeline.

- Healthy Communities. Project streets are designed to be safe and integrate a network of roadways and connector trails for a walkable community. Sidewalks, on-street parking, tree canopies, curbs, and gutters, narrower intersections with smaller radii are some of the Project's healthy walkable street features. A public park and secondary parks provide opportunities for outdoor activity. Vineyards and orchards can be accessed by foot and provide local food.
- Site Orientation to Optimize Solar and Wind. Buildings will be oriented to optimize solar access, passive (such as daylighting) and active design techniques and cross breezes through the buildings.
- PV systems are to be installed in the common areas and Clubhouse structure to help offset Project energy use.
- Bicycle Parking. For five percent of visitor parking spaces, permanently anchored bicycle racks will be provided within 200 feet of the visitors' entrance of the Clubhouse.
- EV Charging. One charging station will be provided at the clubhouse. All residential units will have capability for electric charging.
- Reduce Heat Island Effect. Tree canopy cover, light colored paving, and roofing materials will be used to reduce heat island effect.
- Residential Dwellings Energy Efficiency. All residential dwellings shall be designed and constructed to be a minimum of 15 percent better than the 2013 Energy Code.
- Clubhouse Building Energy Efficiency. The clubhouse will be designed and constructed to meet zero net electric by incorporating passive solar techniques, high efficiency technologies, ENERGY STAR appliances, solid state LED adaptive lighting; coupled with solar PV to offset electrical loads.
- Solar Energy CC&Rs. Applicant will develop Solar Energy CC&Rs to protect solar access throughout the community in perpetuity.
- Model Demonstration - ZNE-TDV. Each builder shall be required to build and demonstrate at least one model at each model complex, a Zero Net Energy (ZNE-TDV) option to potential homebuyers. This is to be consistent with 2013 Title 24, Part 6, Tier 2; 30 percent better than the 2013 energy code and install enough solar photovoltaic (PV) panels to offset 100 percent of the energy load over 12 months.

- [Note: This ZNE-TDV Tier is expected to be part of the 2016 CALGreen Residential Voluntary Measures; Division A4.2 Energy Efficiency.]
- Model Demonstration – Recycling Stations. Recycling stations shall be included in every model home. Recycling stations will be a standard feature in all residences to include a minimum of paper, corrugated cardboard, glass, plastics, and metals.
- Model Demonstration – EV Charging. Electric Vehicle chargers will be installed and functional in at least one model home within each of the model complexes. EV charging will be offered as an option for every potential homebuyer.
- Los Valles Community Recycling Program. The Project Applicant will develop a community-wide recycling program and design readily available recycling area(s) within the community clubhouse identified for the depositing, storage and collection of non-hazardous materials for recycling to include a minimum of paper, corrugated cardboard, glass, plastics, and metals or meet a lawfully enacted local recycling ordinance if more restrictive. Onsite landscaping clippings will be utilized as mulch within the community common area landscaping and agricultural vineyards and orchards as appropriate.
- Local Agriculture. Approximately 9.13 acres of vineyards or other productive agricultural uses will be provided on the Project site. Incorporation of innovative agricultural practices that conserve resources and promote sustainability, such as drip irrigation, hydroponics, and composting will be explored.
- Community Outdoor Kitchen. A simple outdoor kitchen will be provided for the Los Valles community with places designed for community gatherings. Some possible uses for the outdoor kitchen could be cooking demonstrations, jam making, canning preserves, and winemaking.
- Homeowner Sustainability Stewardship Program. The Project Applicant will develop Homeowner Sustainability Stewardship Educational Program (Educational Program) which will be made available to all new homebuyers to help educate and build Los Valles Land Stewards for the long-term. This Educational Program can be in the form of electric media rather than printed materials to minimize resource waste.

<u>Mitigation Measures</u>

- No mitigation measures are required.

Through incorporation of the above Project Design Features, potential land use

and planning impacts would be less than significant.

11. **Noise**

Construction noise will generate a significant and unavoidable impact, and is therefore described below in Section 3.

Potential Operational Noise Effects

Noise generated during Project operation by vehicular traffic, building mechanical equipment, and human activity could result in a substantial permanent increase in ambient noise levels in the Project vicinity.

Operational Noise Finding

During operation, neither on-site point sources associated with the Project nor off-site traffic would expose off-site sensitive receptors to a significant noise level increase; therefore, operational noise impacts would be less than significant. Ground-borne vibration during operation of the Project would not exceed established thresholds or generate excessive vibration levels for nearby sensitive receptors. Therefore, operation-related vibration impacts would be less than significant.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential significant environmental impacts regarding operational noise to less than significant levels.

Rationale for Finding

Noise impacts are discussed in Section 5.11 of the Draft EIR. If the planned channel improvements are not completed, two retention basins would be constructed as Interim Controls. Once the planned channel improvements are completed, the retention basins will be removed and the Project will be completed. For purposes of the analysis of noise impacts, the Draft EIR assumed the full buildout of the Project, as this would result in the most equipment on the Project site and therefore has the greatest potential for noise generation.

The Project site is not located within the boundaries of an airport land use plan, within two miles of a public airport, or within the vicinity of a private airstrip. Thus, there will be no impacts with respect to noise from airports within the Project site vicinity.

The Los Angeles County Code of Ordinances identifies exterior noise standards

for development within the County, as summarized in Draft EIR Table 5.11-8, Los Angeles County Exterior Noise Standards. These provide maximum exterior noise levels for four types of zones. Exterior operational noise levels caused by Project-related on-site fixed sources (i.e., point sources) shall not exceed these levels or the ambient noise level, whichever is greater, when the ambient noise level is determined without the noise source operating. As shown in the Draft EIR, existing ambient noise levels range from 55 to 61 dB(A).

The noise standards provided in Draft EIR Table 5.11-8 are not to be exceeded with respect to operation of a project in accordance with the standards set forth in County Code Section 12.08.440, and are based on the duration of the Project-related noise:

- For a cumulative period of more than 30 minutes in any hour: the allowable exterior noise level
- For a cumulative period of 15 minutes in any hour: the allowable exterior noise level plus 5 dB
- For a cumulative period of 5 minutes in any hour: the allowable exterior noise level plus 10 dB
- For a cumulative period of 1 minute in any hour: the allowable exterior noise level plus 15 dB
- At any time: the allowable exterior noise level plus 20 dB

For example, during the daytime at a residential property (noise zone II), the noise level may not exceed 50 dB for a cumulative period of 30 minutes in any hour, 55 dB for a cumulative period of 15 minutes in any hour, 60 dB for a cumulative period of 5 minutes in any hour, 65 dB for a cumulative period of 1 minute in any hour, or 70 dB at any time.

As the Project is built out, on- and off-site noise impacts would result from Project-generated traffic, as well as from human activity on the Project site itself. On-site point sources include building mechanical equipment, parking and on-site vehicle operations, composite noise (speech, activities, and landscaping equipment), and agricultural operations.

Based on the distance from the Project site to nearby sensitive receptors, ambient noise levels ranging from 55 to 61 dB(A), and the relatively quiet operation of HVAC systems, there would not be an increase in ambient noise levels from these on-

site noise sources. Further, the topography of the Project site would shield the majority of the receptors including residential uses to the north, west, and east. As a result, the regular operation of this equipment would not exceed the noise standards for single-family residences codified in Los Angeles County Code of Ordinances Sections 12.08.390 and 12.08.440. Therefore, noise from mechanical equipment would be considered a less-than-significant impact.

Operation of vehicles, as well as the slamming of car doors, can generate approximately 65 dB(A) at a distance of 25 feet. Occasional car horns and alarms would be intermittent and could generate noise levels up to 75 dB(A) at 25 feet. However, the regular and intermittent noise from these sources at the Project would not exceed the duration-based noise standards for single-family residences codified in Los Angeles County Code of Ordinances Sections 12.08.390 and 12.08.440. Therefore, noise from on-site parking and vehicle operations would be considered a less-than-significant impact.

The residential uses on the Project site could introduce various noise sources, including human speech, human activities (including recreation), and landscaping equipment (composite noise). On-site residential uses could be potentially affected by the introduction of such equipment. These same noise sources currently occur near the Project site and contribute to the ambient noise levels that are experienced in all similarly developed areas in the vicinity. However, the regular and intermittent noise from these sources would not exceed the duration-based noise standards for single-family residences codified in Los Angeles County Code of Ordinances Sections 12.08.390 and 12.08.440. Therefore, composite noise from Project operations would be considered a less-than-significant impact.

The Project includes a vineyard and an orchard in the southern area of the Project site. These types of agriculture would be harvested by hand and do not require the operation of heavy agricultural equipment for maintenance. Due to the size of the vineyard and orchard, the use of a tractor or truck to harvest would be limited. However, even if used, the regular and intermittent noise from these sources would not exceed the duration-based noise standards for single-family residences codified in Los Angeles County Code of Ordinances Sections 12.08.390 and 12.08.440. Therefore, noise from agricultural operations would be considered a less-than-significant impact.

Implementation of the Project would result in roadway noise levels that range from 61.2 to 68.2 dB(A) at a distance of 75 feet from roadway centerline. The noise

calculations shown in Draft EIR Table 5.11-18 show the existing noise level, projected increases in noise based on a growth forecast through 2023, and projected increases from development of the Project. It should be noted that the projected noise levels for the Project forecast for 2023 include ambient growth through that period and, as such, represents a conservative estimate of future noise levels. Implementation of the Project would result in noise increases of less than 3 dB(A) along the roadway segments analyzed. Based on the modeled results, traffic noise impacts due to the Project would result in a less than significant impact.

The Los Angeles County Code of Ordinances Noise ordinance (Section 12.08.350) provides a presumed perception threshold of 0.01 inch per second RMS; however, this applies to ground-borne vibrations from long-term operational activities such as surface traffic and not to short-term activities such as construction. Therefore, the 0.01 inch per second RMS vibration criterion is used in connection with the Project's operation-related vibration impacts. However, the County does not provide standards for construction-related vibration impacts to buildings.

The proposed development of 497 residential units with ancillary support facilities would not locate operational equipment or processes typically associated with groundborne vibrations such as excavation activities or the use of trains. All mechanical and other on-site operational point sources associated with a residential subdivision would not produce any perceptible vibration. As the closest off-site residential receptors would be a minimum of 1,000 feet from the residential uses on the Project site, potential vibration impacts would be well below the Los Angeles County Noise ordinance's perception threshold of 0.01 inch per second RMS for perceptibility. Similarly, off-site vibration from motor vehicles and any occasional light-, medium-, or heavy-duty trucks traveling to and from the Project site would not be perceptible along roadways of travel. As such, operational vibration impacts would be less than significant.

Mitigation Measures

- No operational mitigation measures are required.

Potential operational noise impacts would be less than significant.

12. Library Services

Potential Effect

The Project could increase demand for library services provided by the Los Angeles County Public Library ("County Library"), which could be considered a significant impact if Project demand requires new or physically altered governmental facilities in order to maintain acceptable service level guidelines or other performance objectives.

Finding

While existing library services levels do not meet the County's requirements, the Applicant would pay library impact fees to the County in connection with the Project to offset the additional demand caused by the Project. Thus, implementation of the Project and its required mitigation measures would result in a less than significant impact.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential significant environmental impacts regarding library services to less than significant levels.

Rationale for Finding

Potential impacts to library services are analyzed in Section 5.12.1 of the Draft EIR. If the planned channel improvements are not completed, two retention basins would be constructed as Interim Controls. Once the planned channel improvements are completed, the retention basins will be removed and the Project will be completed. For purposes of the Draft EIR's analysis of impacts related to library services, full buildout of the Project was analyzed as the most impactful scenario, as it includes a greater number of homes and therefore, the largest potential demand on services.

The Project is located within the County Library's Planning Area 1 (Santa Clarita Valley). The County Library facilities closest to the Project site include the Castaic Library and the Stevenson Ranch Express Library. The Castaic Library, located at 27955 Sloan Canyon Road in Castaic, is 4.8 miles north of the Project site. The Stevenson Ranch Express Library is located at 26233 Faulkner Drive in Stevenson Ranch, and is 8.5 miles southeast of the Project site.

The County Library's current service level guidelines for planning purposes are a minimum of 2.75 material items (books, magazines, periodicals, audio, video, etc.) per capita, 0.50 square foot of library facility space per capita, and one public access computer per 1,000 people served.

Based on a Santa Clarita Valley-wide population of 177,534 persons, a total of 88,767 square feet (0.5*177,534); 488,219 material items (2.75*177,534); and 178 computers would be needed to satisfy the County library thresholds. However, the Castaic Library and Stevenson Ranch Express Library, following their recent re-opening and when combined, totaled 7,465 square feet with 39,956 items available for review, and 24 public use computers. Therefore, these facilities are below the County Library's service level guidelines.

Currently, the only funding available for the replacement or expansion of library facilities is that generated from the County's developer fee program, and the County has established a permanent library facilities mitigation fee for all new residential development projects in unincorporated areas served by the County Library system to mitigate the impacts of local population increases on County Library services. The library fee in Planning Area 1, within which the Project site is located, is currently $857.00 per dwelling unit; however, as this fee is subject to an annual Consumer Price Index (CPI) adjustment on July 1 of each year, the actual fee obligation for the Project may be higher dependent on when the building permits are issued. With implementation of Mitigation Measure MM 5.12.1-1 (pursuant to which the Applicant will be required to pay the appropriate fees library fees), impacts on library services would be less than significant.

Mitigation Measure

- **MM 5.12.1-1:** Prior to issuance of each residential building permit, the Applicant shall pay the applicable library facilities fee in effect at the time of issuance of such permit.

Through incorporation of the above Mitigation Measure, potential library resource impacts would be less than significant.

13. Education

Potential Effect

The Project will increase demand upon the school districts serving the Project site, which could be considered a significant impact if Project demand requires new or physically altered governmental facilities in order to maintain acceptable service levels or other performance objectives.

Finding

While the Project would create increased demand upon the school districts serving the Project site, the Applicant will pay education facility fees in connection with the Project, which will fully to offset the impacts that may be caused by the Project. Thus, implementation of the Project and its required mitigation measures would result in a less than significant impact.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential significant environmental impacts regarding education to less than significant levels.

Rationale for Finding

Potential impacts to education are analyzed in Section 5.12.2 of the Draft EIR. If the planned channel improvements are not completed, two retention basins would be constructed as Interim Controls. Once the planned channel improvements are completed, the retention basins will be removed and the Project will be completed. For purposes of the Draft EIR's analysis of impacts related to education, full buildout of the Project was analyzed as the most impactful scenario, as it includes a greater number of homes and therefore, the largest potential generation of school-age children.

The Project would be served by the Castaic School District for elementary and middle school and by the Hart School District for high school.

Based on attendance boundaries established by the Castaic School District, elementary school students (K–5) residing at the Project site would attend Live Oak Elementary School located at 27715 Saddleridge Way in Castaic, approximately 1.7 miles southeast of the Project site. All middle school students (6–8) within the Castaic School District would attend Castaic Middle School, located at 28900 Hillcrest Parkway in Castaic located immediately north of the Project site. The total enrollment within the Castaic School District for the 2012–2013 school year was 2,810 students, while the total capacity with the use of both permanent and temporary (i.e., portable) classrooms is 3,200 seats. There is remaining capacity, school district wide, for approximately 329 students. All schools are currently operating under capacity, except for Live Oak Elementary, which is operating over its design capacity.

The Hart School District currently assigns all high school students in Castaic to Valencia High School located at 27801 Dickason Drive in Valencia, approximately 5.4

miles southeast of the Project site. The Hart School District may permit open enrollment at other high schools if there is available capacity. The total student enrollment for the 2012–2013 school year was approximately 14,762 high school students. The total student capacity with the use of both permanent and temporary (i.e., portable) high school classrooms is 15,090 seats. There is remaining capacity, school district wide, for approximately 328 high school students. All schools are currently operating under capacity, except for Sierra Vista Junior High School, Valencia High School, and Saugus High School, which are all operating over design capacity. In order to accommodate existing and future students, the Hart School District plans to open Castaic High School in fall 2017 for 9th graders. The design capacity of Castaic High School will be similar to other District high schools. The Project site is approximately 8 miles southeast of the Castaic High School project site.

Buildout of the Project would result in an additional estimated 321 students, consisting of 159 students in K-5th grade and 68 students in 6th-8th grade (who would attend schools in the Castaic School District), and 94 students in 9th-12th grade (who would attend schools in the Hart School District).

Live Oak Elementary School is currently operating over design capacity and therefore would not currently have sufficient capacity to accommodate the projected number of elementary students associated with the Project. Plans are underway to modernize the school and to increase the design capacity to 750 students which is expected to be completed in fall 2017 and would fully mitigate the school's current existing overcrowding. However, even with an increased capacity of 750 students, if current attendance remained steady, the Live Oak Elementary School would operate over capacity with the addition of the 159 students projected to be generated by the Project at buildout and could require the construction of additional classrooms and other facilities to accommodate projected students. This would be a potentially significant impact. In addition, the current capacity at Castaic Middle School currently is 1,200 students, while student enrollment for the 2012–2013 school year was approximately 1,028 students. Therefore, if current attendance remained steady, the additional 68 middle school students expected to be generated by the Project would not result in exceedance of current capacity at Castaic Middle School. However, if attendance increased, the additional Project students could generate a need for additional classrooms and other facilities, which would be a potentially significant impact.

The Project's approximately 94 high school students would attend Valencia High

School or, if then open, Castaic High School. Valencia High School is currently operating above design capacity and therefore would not have sufficient capacity to accommodate the projected number of high school students associated with the Project. Therefore, in the absence of completion of Castaic High School prior to occupancy of homes at the Project site, the Project could result in the need to construct additional classrooms and facilities to accommodate these students. This would be a potentially significant impact.

The Applicant would be required to pay all education facility fees as directed by the Castaic and Hart School Districts, prior to issuance of each building permit, which as provided by State law, would fully mitigate the impact of the Project. These fees would provide funding to ensure that adequate school capacity/construction would be available to serve the students generated by the Project. Implementation of Mitigation Measure MM 5.12.2-1 would ensure that the Applicant would pay education facility fees as directed by the Castaic and Hart School Districts, prior to the issuance of each building permit, mitigating impacts on both districts to a less than significant level

Mitigation Measure

- **MM 5.12.1-1:** The Applicant shall pay all required education facilities fees in accordance with the requirements of the Castaic Union School District and the William S. Hart Union School District at the time of issuance of each building permit for residential or commercial (clubhouse) construction within the Project site.

Through incorporation of the above Mitigation Measure, potential educational resource impacts would be less than significant.

14. **Sheriff Services**

Potential Effect

The Project could increase demand for law enforcement services, which could be considered a significant impact if Project demand requires new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives.

Finding

The implementation of Project security features and incorporation of

recommendations from the Los Angeles Sheriff's Department ("LASD") as Project mitigation measures will reduce potential impacts to law enforcement services, including both LASD and the California Highway Patrol ("CHP") to a less than significant level.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential significant environmental impacts regarding law enforcement services to less than significant levels.

Rationale for Finding

Potential impacts to sheriff services are analyzed in Section 5.12.3 of the Draft EIR. If the planned channel improvements are not completed, two retention basins would be constructed as Interim Controls. Once the planned channel improvements are completed, the retention basins will be removed and the Project will be completed. For purposes of the Draft EIR's analysis of impacts related to sheriff services, full buildout of the Project was analyzed as the most impactful scenario, as it includes a greater number of homes and therefore, the largest potential demand on services.

Project construction would not normally require services from LASD, except in the case of trespassing, theft, or vandalism. Such activities at a construction site are not unusual, but are only occasional and do not typically place substantial demands on Sheriff protection services that would require new or expanded facilities. Further, during construction, the Applicant will retain the services of a private security firm to monitor the Project site periodically and reduce the need for Sheriff protection services. Fencing currently in place will be maintained along the Project frontage on Hasley Canyon Road. Additionally any active construction areas will be fenced for security. During construction, security lighting would focus on construction equipment or materials and not on surrounding light-sensitive areas.

A Construction Management Plan will be prepared before commencement of construction activities on the Project site. It is expected that roadway improvements including the left-turn pocket and the installation of utility infrastructure along Halsey Canyon Road could require temporary lane closures. Lane closures could also occur along Sedona Way and Saguaro Street due to the installation of the upgraded water line and sewer reach. Standard traffic management measures, including, but not limited to, using flag persons, designating alternate routing, informational signage and/or protection barriers would be included as part of the Construction Management Plan.

Therefore, construction activities would not create service capacity problems, or

require new or expanded LASD facilities or impede emergency response. Construction related impacts would be less than significant.

LASD would have the responsibility to provide general law enforcement services to the Project site. It is anticipated that demand for these services would increase above current levels upon buildout of the Project, and that the number of service calls and the types of incidents at the Project site would be similar in frequency and character to those experienced in other areas of the Santa Clarita Valley.

With the addition of the Project's estimated residential population of approximately 1,760 residents, the existing officer-to-residents ratio would change from 1,337 residents per officer to 1,346 residents per officer, a change of less than one percent. While this change is not substantial, the existing service level is below LASD's desired ratio of one deputy per 1,000 residents. Based upon LASD's desired ratio of one deputy per 1,000 residents, the Project would create a demand for two additional deputies. The addition of the two deputies needed to maintain the desired service ratio upon Project buildout would not require the expansion of the existing facilities at the Santa Clarita Valley Sheriff's Station.

LASD has suggested "defensible space" measures to be incorporated into the design of a project to help reduce the number of calls and need for service on the Project site. These measures include changes to lighting, landscape materials and building orientation, which could limit visibility or offer concealment to intruders. Incorporation of these design measures (included in Mitigation Measure MM 5.12.3-1 below), would result in a reduction in the need for service calls on the Project site by creating a safer environment on the site. In addition, Mitigation Measure 5.12.3-2 would ensure payment of the appropriate law enforcement facilities fees to the County, reducing impacts to a less than significant level.

As buildout of the Project proceeds and the development population increases, demands for CHP services on the area's highways would increase due to the increased vehicular traffic generated by the Project. The CHP has indicated that they will be able to serve the Project without expansion of existing facilities. As such, operation of the Project would result in a less than significant impact to CHP facilities and personnel.

Therefore, the Project's impacts on law enforcement services would be less than significant.

<u>Mitigation Measures</u>

- **MM 5.12.3-1**: Prior to approval of the final Project design, lighting, and landscape plans, the Applicant shall provide to the Sheriff's Department final design plans incorporating the Sheriff's Department design requirements that could reduce demands for service and ensure adequate public safety shall be incorporated into the building, lighting, and landscape designs. The design requirements for this Project shall include:
    - Security lighting in open areas and parking lots;
    - Street lighting for the Project's streets;
    - Good visibility of doors and windows from the streets and between buildings on the Project site; and,
    - Building address numbers on both residential and commercial/retail uses that are lighted and readily apparent from the streets for emergency response agencies.
    - Use of low-growing groundcover and shade trees, where feasible, rather than a predominance of shrubs that could conceal potential criminal activity around buildings and parking areas.
- **MM 5.12.3-2**: The Applicant shall pay the County's required law enforcement facilities impact fee prior to or concurrent with the issuance of building permits.

Through incorporation of the above Mitigation Measures, potential sheriff services impacts would be less than significant.

15. <u>Fire Protection and Emergency Services</u>

Potential Effect

The Project could increase demand for fire protection and emergency medical services provided by the LACFD, as well as increase demand for water to meet fire flow requirements, which could be considered a significant impact if Project demand requires new or physically altered governmental facilities and/or water infrastructure in order to maintain acceptable service ratios, response times, fire flow requirements or other performance objectives.

Finding

The existing and proposed fire protection services, emergency medical services, and fire flow infrastructure will be adequate to accommodate the Project. Thus, implementation of the Project would result in a less than significant impact.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential significant environmental impacts regarding fire protection and emergency services to less than significant levels.

Rationale for Finding

Potential impacts to fire services are analyzed in Section 5.12.4 of the Draft EIR. If the planned channel improvements are not completed, two retention basins would be constructed as Interim Controls. Once the planned channel improvements are completed, the retention basins will be removed and the Project will be completed. For purposes of the Draft EIR's analysis of impacts related to fire services, full buildout of the Project was analyzed as the most impactful scenario, as it includes a greater number of homes and therefore, the largest potential demand on services.

Construction of the Project would involve a variety of operations that have the potential to increase the risk of fire, such as the use of mechanical equipment in vegetated areas, cutting and grinding metal, welding, and the storage of flammable materials such as fuel, wood and other building materials. In addition, a large amount of wood framing would occur during construction of the Project, and in association with the wood framing operations, electrical, plumbing, communications, and ventilation systems would be installed in each structure. Although fires do occur on construction sites, the risk of fire can be minimized by following proper installation procedures for electrical, plumbing, and mechanical systems and by the proper management of equipment.

To reduce fire risk following building framing, installation of utilities within homes during the construction period would be subject to County codes and inspection by County personnel prior to dry walling. In addition, construction sites would also be subject to County requirements relative to water availability and accessibility to fire-fighting equipment. Furthermore, a Construction Management Plan will be prepared to address emergency access to the Project site and traffic circulation in the surrounding area during construction of the Project. Implementation of the Construction Management Plan will ensure emergency vehicles can access the Project site at all times during the construction period. The LACFD would be notified of all temporary lane closures due to construction activities. In accordance with LACFD requirements, all required fire hydrants would be installed, tested, and accepted prior to building construction, and vehicular access to such hydrants would be maintained during construction.

Compliance with County Code requirements and the implementation of a Construction Management Plan would assist in mitigating potential fire-related impacts. However, construction related impacts would remain potentially significant. Mitigation Measures MM 5.12.4-1, MM 5.12.4-2, and MM 5.12.4-3 would require the Project to demonstrate adequate access to water supply as well as clear vegetated areas prior to grading activities. Implementation of these mitigation measures would reduce construction impacts on fire and emergency services to a less than significant level.

The LACFD has determined that the Project site is located in an urban/suburban area, and the LACFD's maximum response times for urban areas is 5 minutes for first responders and 8 minutes for second responders, while response times for suburban areas is 8 minutes for first responders and 12 minutes for second responders. Fire Station 76, equipped with an engine and four-person fire crew is located 2.5 miles from the Project site. The LACFD has confirmed that Fire Station 76 has an estimated emergency response time of 7 to 8 minutes, and thus, is meeting the urban/suburban service guidelines.

Implementation of the Project would increase the permanent residential population and create a corresponding increase in demand for fire protection and emergency medical services. Impacts associated with the additional residents include an increase in the number of fire department responses, routine fire prevention life/safety inspections, public education activities, participation in community events, and ongoing relations with the homeowners/homeowner's association. In accordance with LACFD requirements, the Project would provide approved street signs, building access numbers, and all-weather emergency access to and within the Project site. The Project provides connectivity and a minimum of two access points as required by the County Code for fire access. Secondary emergency access would be provided via Hayward Drive and Barcelona Road. The Applicant would also be required to submit and receive LACFD approval of an emergency response plan that would include, but not be limited to, the following: mapping of site access and emergency exits, evacuation routes for vehicles and pedestrians, and locations of the nearest hospitals and fire stations. Additionally, prior to the issuance of a building permit, the Applicant would pay all necessary fees to the LACFD pursuant to the LACFD's Developer Fee Program.

Although existing fire stations could meet the guideline response times when servicing the Project site, the Project could increase the number of fire service calls in the area which could delay response to other sites. However, the Project's building

design measures and implementation of Mitigation Measures MM 5.12.4-1, MM 5.12.4-2, and MM 5.12.4-5, would reduce the potential for calls on the Project site, thereby reducing the need for fire protection services. With implementation of these Mitigation Measures and Project Design Features, operational impacts on fire and emergency services would be less than significant.

In addition to calls generated by typically household needs, the Project is also located in a VHFHS Zone that would be subject to wildfire risk. Fire safety design features would include, but would not be limited to, the following: use of fire-resistant building materials where appropriate, smoke detection and fire alarm systems throughout most buildings, automatic sprinkler systems where necessary, portable fire extinguishers, and emergency exit signage in all buildings. Further, the Applicant would be required to submit a fire exhibit to the LACFD for review and approval prior to the recordation of the final map or the approval of a building permit, whichever comes first. This exhibit would include, at a minimum, evidence of adequate roadway and driveway access and adequately located, installed, and tested fire hydrants. In addition, a final fuel modification plan would be required for review and approval before the issuance of building permits. As implementation of Mitigation Measures MM 5.12.4-1 through MM 5.12.4-6 would require the Applicant to demonstrate adequate access to water, clearance of vegetation prior to grading activities, as well as the submittal of a fuel medication plan and fire exhibit, the potential wildfire risks on the Project site would be reduced, thereby reducing the need for fire protection services. With implementation of these Mitigation Measures and the Project design elements, operational wildfire-related impacts would be less than significant.

Preliminary review of the Project by the LACFD indicates that the maximum required fire flow would be 1,200 gpm at 20 pounds per square inch (psi) residual pressure for a 2-hour duration for the single-family residences and 5,000 gpm at 20 pounds psi residual pressure for a 5-hour duration for all other uses associated with the Project. An existing 750,000-gallon water tank is located on the Project site, which was constructed to serve the development under the Prior Entitlements. Due to the increased fire flow requirements associated with the Project, an additional 850,000-gallon water tank is required for which a new CUP is being requested pursuant to LACC Section 22.24.150. The new water tank would be located on the same lot as the existing water tank and would share a common access and a common water main line.

With the addition of the 850,000-gallon water tank and the use of the existing

750,000 gallon water tank, fire flow and duration will be adequate to meet the fire flow capacity requirements established by the LACFD. Existing fire flow levels are provided to the LACFD by the local water purveyor, while final required fire flows for the Project would not be determined until the building plan check stage and could be lower, depending on the building design, the design of fire sprinkler systems and the proximity and capacity of fire hydrants on the Project site. In addition, the Project's fair share funding obligation with respect to purchase of station sites, the construction of new stations and facility improvements, and the funding of capital equipment will be satisfied by payment of the Developer Fee (Mitigation Measure MM 5.12.4-8). As a result, the Project would address any incremental capital facilities needs it might generate, would not diminish the staffing or response times of existing LACFD fire stations, and would not create a special fire protection requirement that would result in a decline in existing service levels. Further, Mitigation Measures 5.12.4-5 and 5.12.4-6 would require the submittal of a fire exhibit and fuel modification plan, and access to fire hydrants and adequate water supply. With the implementation of Mitigation Measures MM 5.12.4-3 through MM 5.12.4-8, impacts would be less than significant.

Based on the above information, Project implementation would not create capacity or service level problems or result in substantial adverse physical or economic impacts associated with the provision of new or physically altered governmental facilities and/or the need for new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives. Therefore, potential impacts related to fire protection and emergency medical services would be less than significant.

<u>Mitigation Measures</u>

- **MM 5.12.4-1**: Clearance of vegetated areas fuel modification in each area of the Project site shall be conducted prior to issuance of building permits within that area, in accordance with Los Angeles County Fire Department requirements.
- **MM 5.12.4-2**: Prior to issuance of a grading permit, the Applicant shall demonstrate to the County adequate water supply (including fire flow) is available to service any fire suppression activities that arise during the grading stage of the Project. Prior to issuance of the first building permit for the Project, the Applicant shall demonstrate to the County adequate water supply (including fire flow) is available to service any fire suppression activities that arise during the building construction stages of the Project.

- **MM 5.12.4-3**: In accordance with the County of Los Angeles Fire Department requirements, all required fire hydrants shall be installed, tested and accepted or bonded prior to construction. These hydrants shall be located in conformance with Los Angeles County Fire and Building Codes. Vehicular access shall be provided and maintained throughout construction to all required fire hydrants. All hydrants shall conform to current American Water Works Association standard C503 or approved equal and the requirements of the Los Angeles County Fire and Building Codes.
- **MM 5.12.4-4**: Fire Department access shall be extended to within 150 feet distance of any exterior portion of all structures.
- **MM 5.12.4-5**: Prior to issuance of the first building permit for a residential structure, the Applicant shall submit a Final Fuel Modification Plan, and a Landscape and Irrigation Plan to the Los Angeles County Fire Department for review and approval.
- **MM 5.12.4-6**: Prior the issuance of the first building permit for a residential structure, the Applicant shall submit a fire exhibit that depicts detailed design requirements to the County of Los Angeles Fire Department. The fire exhibit shall include the following elements:
    - Location of water mains and fire hydrants, and acknowledgement of fire flow requirements, as required by the Los Angeles County Fire Department, for all land shown on the recorded vesting final tract map.
    - All fire lanes must not be less than 26 feet paved width (clear to sky and unobstructed) and posted and red curbed “NO PARKING – FIRE LANE.”
    - Private driveways shall be indicated on the final vesting tract map as “Private Driveway and Fire Lane,” with the widths clearly depicted, and shall be maintained in accordance with the Fire Code.
- **MM 5.12.4-7**: The Applicant shall provide the Los Angeles County Fire Department with street signs and building access numbers for review and approval prior to issuance of the first certificate of occupancy.
- **MM 5.12.4-8**: Concurrent with the issuance of building permits, the Applicant shall pay the required fire protection facilities fees to the County of Los Angeles.

Through incorporation of the above Mitigation Measures, potential fire protection and emergency services impacts would be less than significant.

16. Recreation

Potential Effects

The Project could increase demand for parks and recreation facilities provided by the Los Angeles County Parks and Recreation Department by virtue of its new residential population, which could be considered a significant impact if Project demand resulted in substantial physical deterioration of existing facilities or required new or physically altered park and recreation facilities to maintain acceptable parkland planning standards.

Finding

The Project's provision of open space, recreation areas, public parkland, and trails, as well as implementation of the identified Project Design Features would ensure that impacts related to park and recreation facilities would remain less than significant.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential significant environmental impacts regarding recreation to less than significant levels.

Rationale for Finding

Potential impacts to park and recreation facilities are analyzed in Section 5.13 of the Draft EIR. If the planned channel improvements are not completed, two retention basins would be constructed as Interim Controls. Once the planned channel improvements are completed, the retention basins will be removed and the Project will be completed. For purposes of the Draft EIR's analysis of impacts related to park and recreation, full buildout of the Project was analyzed as the most impactful scenario, as it includes a greater number of homes and therefore, the largest potential demand on services. Moreover, construction of the retention basins would replace, on an interim basis, construction of 13 housing units in Retention Basin Area 1, resulting in an interim condition in which there are 484 homes (rather than 497 residential dwelling units) on the Project site, and would require interim replacement of the Project's proposed vineyard with a retention basin in Retention Basin Area 2, resulting in a reduction in recreation areas of approximately 3.25 acres. Even with the Interim Controls in place, the Project would exceed the County's requirement that forty percent of the Project site

be maintained as open space in each phase of the Project.

The contemplated increase in population of approximately 1,760 residents at the Project site resulting from the development of the Project could incrementally increase the use of existing neighborhood and community parks in the vicinity of the Project, which could potentially accelerate the wear and tear of local and regional County park and recreation facilities. If park use were to increase substantially such that deterioration of existing parks would occur, impacts would be significant.

A total of approximately 223.19 acres will be set aside on the Project site for open space for both active and passive recreational uses. Specifically, the Project would provide approximately 185.6 acres of privately owned open space that would be restricted in the Revised Vesting Tentative Map as open space areas, including approximately 119.56 acres of natural open space and approximately 59.6 acres of transitional slopes. The Project also includes a 5.28 park (comprised of a 5.28 acre park to be dedicated to the County and an adjoining 2.17 acres to be owned and maintained by the homeowner's association, but made publicly accessible for park purposes through grant of easement to the County. In addition, a privately maintained community recreation center is proposed approximately 1,000 feet northwest of the community's main entrance off of Hasley Canyon Road, which could possibly include a pool, clubhouse, shade structures, play courts, and/or seating areas. Smaller secondary parks, totaling approximately 11.34 acres and expected to include a mix of passive open space, shade structures, seating areas, and/or play courts, are also proposed throughout the Project, and would be maintained by the HOA. In sum, the total open space provided by the Project is approximately 223.19 acres, comprising approximately 52 percent of the Project site.

The Project also includes a system of privately maintained, publicly accessible pedestrian trails and a multi-use trail, which would provide a linkage to local and regional trails including built portions of the Hasley Canyon Trail and the proposed Castaic Creek Trail. Specifically, approximately 4.5 miles of privately owned by publicly accessible internal pedestrian trails would connect the different areas of the Project community and provide access to the various amenities and open space areas within the Project site. In addition, an approximately 3,000 linear foot public multi-use trail is proposed on the Project site, which would provide a linkage to the existing Hasley Canyon Trail located east of the Project site.

The County's adopted Quimby Act ordinance requires a residential subdivider to

“provide local park space to serve the subdivision, pay a fee in lieu of the provision of such parkland, provide local park space containing less than the required obligation but developed with amenities equal in value to the park fee, or do a combination of the above.” In addition, the County has adopted a local parkland standard of 4 acres per 1,000 persons.

The Project’s Quimby parkland obligation is estimated to be 5.28 acres, and under the County’s parkland standard, 7.04 acres of parkland would be required for the Project’s anticipated 1,760 persons. As described above, the project will include a 7.45 park (comprised of a 5.28 acre park to be dedicated to the County and an adjoining 2.17 acres to be owned and maintained by the homeowner’s association, but made publicly accessible for park purposes through grant of easement to the County) and approximately 4.5 miles of pedestrian trails throughout the project site; the balance of the open space and recreational uses include a community recreation center, secondary park sites and natural open space areas. In addition, due to the inclusion of significant open space areas, approximately 52 percent of the Project site would be comprised of open space and recreational uses. As the Project includes sufficient parkland to meet the County’s neighborhood Quimby and local parkland planning requirements and also provides private recreational opportunities, it is not anticipated that residents of the Project would cause significant impacts to existing neighborhood or community parks and recreation facilities.

In addition, while the County has established a standard of 6 acres per 1,000 residents for regional parkland within the County, in the Santa Clarita Valley planning area, there is currently a surplus of 12,798 acres of regional parkland, largely due to the presence of Castaic Lake State Recreation Area. It is anticipated that residents of the Project would use regional parks offering sports and recreation facilities, such as boating and other water sports, fishing, camping, baseball diamonds, soccer fields, and tennis courts. As the recreational opportunities at these existing regional parks are allocated on a first-come, first-served basis up to a pre-established maximum capacity, it is not anticipated that the use of these facilities by residents of the Project would overburden the facilities or cause or accelerate physical deterioration of these facilities. In addition, other specialized regional parks in proximity to the Project site such as Castaic Lake, Lake Piru, and the Hasley Canyon Equestrian Center charge user fees and establish occupancy limits that regulate the intensity of use of these sites, thereby managing wear and tear and allowing for ongoing maintenance. It is also unlikely that residents would overburden regional parks and hiking trails in the region, as the Project

will provide significant open space, trails and neighborhood recreation facilities to meet the needs of residents and others in the community. Consequently, it is not anticipated that residents of the Project would cause significant impacts to local or regional parks and recreation facilities resulting in substantial physical deterioration to such facilities or would create park capacity issues, and impacts would be considered less than significant.

As noted, the Project would incorporate a multi-use trail and approximately 4.5 miles of pedestrian trails that would be available to residents and other members of the community. The completion of the multi-use trail segment could encourage additional users on the regional trail network as this new amenity would increase the overall usefulness of this trail segment. However, overall use of the regional trail system is not such that overuse is currently an issue, and it is unlikely that the addition of the Project's new trail segment would encourage an increase in use to the point that deterioration of the overall trail system would occur. Therefore, impacts related to existing trail systems would be less than significant.

The Project would be consistent with the County General Plan Conservation and Open Space Element's policies and goals regarding parkland and open space, and as noted above, the Project would provide adequate neighborhood parkland to meet the County's numerical standard of 7.04 acres. The parkland requirement would be met through the dedication of 5.28 acres of parkland to the County and an adjoining 2.17 acres to be owned and maintained by the homeowner's association, but made publicly accessible for park purposes. Therefore, potential impacts due to inconsistency with applicable parkland planning goals would be less than significant.

The Project would not interfere with regional open space connectivity, as its proposed 3,000 linear foot multi-use trail would close a missing linkage in the regional trail system by connecting the built portion of the Hasley Canyon Trail and the proposed Castaic Creek Trail. In addition, the construction of connections between the Project and adjoining neighborhoods would provide residents of each community with benefits, including new pedestrian, bicycle, and other vehicular linkages to adjoining neighborhoods, trail systems and parks. Therefore, the Project would provide a benefit by increasing regional open space connectivity (by adding a missing trail linkage) and would provide expanded opportunities for regional open space connectivity. Impacts regarding open space connectivity would be less than significant.

<u>Project Design Features</u>

- As a condition to recording of the last phase of the final tract map, the Applicant will dedicate approximately 3,000 linear feet of multi-use trail to the County. The Applicant will be responsible for all costs associated with construction of the trail. The trail will be designed in accordance with the County's standard trail design in terms of width and materials.

- The Applicant will construct a 7.45 acre park of which 5.28 acres will be offered for dedication to the County and the remainder will be maintained as a publicly accessible park by the homeowners' association.

Through incorporation of the above Project Design Features, potential recreation impacts would be less than significant.

17. **Transportation and Traffic**

Potential Effects

Construction and operation of the Project would increase the amount of traffic in and out of the area, both on a temporary basis during Project construction and on a long-term basis during Project operation. Both with respect to the Project itself, as well as in conjunction with Related Projects, these increases could cause potentially significant traffic, circulation, and access impacts.

Finding

Implementation of the identified Project Design Features and Mitigation Measures would ensure that impacts related to Project-related and cumulative traffic during both construction and operation would remain less than significant.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential significant environmental impacts regarding transportation and traffic to less than significant levels.

Rationale for Finding

Potential traffic and transportation impacts are analyzed in Section 5.14 of the Draft EIR. If the planned channel improvements are not completed, two retention basins would be constructed as Interim Controls. Once the planned channel improvements are completed, the retention basins will be removed and the Project will be completed. For purposes of the Draft EIR's analysis of impacts related to traffic and

transportation services, full buildout of the Project was analyzed as the most impactful scenario, as it includes a greater number of homes and therefore the largest potential number of trips.

Development of the Project would not result in the construction of roadways that include sharp curves or dangerous intersections and as a result there will be no substantially increased hazards due to roadway design features. Farm equipment may be used for vineyard and orchard activities but given the small scale of these agricultural uses, and the related low usage of this specialized farming equipment on the Project site, no adverse impacts would be expected from incompatible vehicular uses.

Construction

A review of construction traffic and the proposed routes to and from the Project site was completed in order to determine potential construction-related traffic impacts. The Project will be constructed in phases, with complete buildout estimated to be in 2023. Project construction activities on the Project site would involve site grading, including excavation and site preparation, and building construction. Project-related grading would require the movement of combined 7.6 million cubic yards of cut and fill, which will be balanced on-site (meaning that no dirt spoils will be trucked to or removed from the Project site during construction). Other construction-related traffic will include the delivery of heavy construction equipment at the commencement of construction activities, delivery of construction materials and hauling of construction waste, and trips to and from the Project site by construction worker vehicles. In addition to potential traffic impacts related to on-site construction activities, various off-site roadway, sewer, and utility-related improvements would be constructed within the existing right-of-way on Hasley Canyon Road, which will require temporary lane closures pursuant to County approval.

In order to further minimize potential conflicts between construction activity and through traffic in the vicinity of the Project site, the Project would include a Project Design Feature that would require the preparation of a Traffic Control Plan prior to the initiation of construction. The Traffic Control Plan will identify all traffic control measures, haul routes, delineators, and signs required to be implemented by the construction contractor throughout the duration of construction activity.

Heavy construction equipment used at the Project site would be delivered at the

commencement of construction activities requiring that equipment and would remain on site for the duration of such activities, and would therefore not travel to and from the Project site on a daily basis. Truck deliveries would average approximately 55 per day the majority of the time during each of the four construction phases; at peak times, these delivery truck trips would be equivalent to approximately 13 inbound and 13 outbound passenger car trips per peak hour. Hauling of construction waste from the Project site to local landfills would also generate additional trips; however, based on the volume of construction debris anticipated, truck trips would be minimal and infrequent.

It is anticipated that a maximum of 100 construction workers will remain on-site throughout the day during this peak construction phase, and based on estimated average vehicle ridership, it is estimated that approximately 176 vehicle trips per day (i.e., 88 inbound trips and 88 outbound trips) would be generated by the construction workers during the peak construction phase at the Project site. Based on the anticipated construction schedule, construction workers are expected to arrive at the Project site between 6:00 AM and 7:00 AM (i.e., before the morning commuter peak hours) and most are expected to depart after 5:00 PM (which may coincide with the afternoon commuter peak hours). As discussed below, upon buildout, the Project would generate 373 trips in the AM peak hour and 502 trips in the PM peak hour. Therefore, the number of peak hour vehicle trips attributable to both truck deliveries and construction workers (88 + 13 = 101) during the construction of the Project is lower than the forecast daily and commuter peak hour operational traffic associated with the Project by 272 fewer trips in the AM peak hour and 401 trips in the PM peak hour. As the Project impacts on peak hour operational traffic would not have significant impact (as described below), and there is a significantly lower number of generated construction-related vehicle trips as compared to operation of the Project, traffic impacts due to construction activities are forecast to be less than significant at the study intersections during the weekday AM and PM peak hours.

Construction worker parking is anticipated to be provided on-site, as such there would be no need for construction workers to park on nearby streets. This would eliminate the potential for worker parking to result in a reduction in lane capacity, or any potential neighborhood impacts due to parking.

Given the above facts, construction-related traffic impacts would be less than significant.

<u>Operation</u>

Potential operational traffic impacts were analyzed by evaluating five signalized study intersections, one unsignalized intersection, and two roundabout intersections, in accordance with the County's Traffic Study Guidelines. The relative impact of the added Project traffic volumes to be generated by the Project during the AM and PM peak hours was evaluated based on analysis of future operating conditions at the study intersections, without and with the Project. Capacity analysis procedures were utilized to evaluate the future volume-to-capacity (v/c) ratios and service level characteristics at each signalized and unsignalized study intersection. The two roundabout intersections were evaluated using the Highway Capacity Manual ("HCM") method of analysis to determine the delay and corresponding levels of service. The Caltrans Guide for the Preparation of Traffic Impact Studies (December 2002) was consulted to determine the appropriate methodology for evaluating the roundabouts. While the Caltrans Guide provides suggestions for analysis methodologies and software for various types of street and freeway conditions, it is silent in regards to the analysis of roundabouts. It is further noted that for many other types of street conditions (e.g., for signalized and unsignalized intersections), the Caltrans Guide recommends the use of the HCM. The significance of the potential impacts of Project-generated traffic was identified using the traffic impact criteria set forth in the County Traffic Study Guidelines. In addition, queuing analyses were also conducted at the freeway off-ramps within the vicinity of the Project site, at the Project's Hasley Canyon Road entrance, and at the Project's internal access gates.

Based on Institute of Transportation Engineers ("ITE") trip generation rates for single-family detached housing, the Project's 497 dwelling units would generate 4,756 daily trip ends (approximately 2,378 inbound trips and 2,378 outbound trips) during a typical weekday. Based on the Project's trip generation forecast, which was approved by LACDPW, the Project would add up to 373 trips (93 inbound trips and 280 outbound trips) during the AM peak hour and 502 trips (316 inbound trips and 186 outbound trips) during the PM peak hour. Based on the changes in v/c ratio or delay, as well as the County intersection impact threshold criteria, the Project would not create any new significant congestion at any of the studied intersections under any of three scenarios: (1) existing traffic conditions without the Project; (2) existing traffic conditions with the Project (Existing with Project); and (3) a "cumulative" scenario that includes the Project and Related Projects for the year 2023 (Future Cumulative with Project) (which is discussed below, under "Cumulative Effects – Traffic and Transportation"). Specifically, under existing conditions, all of the eight study intersections are presently operating a

level of service ("LOS") "C" or better during weekday AM and PM peak hours. Adding Project-generated traffic to existing conditions produces incremental impacts at the study intersections, but these incremental impacts are below the County's thresholds of significance. In addition, no significant delay or LOS impacts were identified regarding Project site access via Hasley Canyon Road. Since there are no significant impacts, no traffic mitigation measures are required or recommended for the study intersections under the "Existing with Project" conditions.

In addition, a traffic signal warrant analysis was prepared for the proposed intersection of the Project site access at Hasley Canyon Road, which will provide primary access to the Project. Based on the results of Peak Hour Volume Warrant for Future Cumulative with Project conditions, a traffic signal is not recommended for installation at the Project site/Hasley Canyon Road intersection at this time. However, the Applicant shall be required to comply with Mitigation Measure MM 5.14-1, which will require the Applicant to monitor peak hour traffic volumes at the Project site access intersection with Hasley Canyon Road to determine if future traffic volumes (and other factors determined by the LACDPW) will trigger the need for the installation of a traffic signal at the intersection. Should LACDPW determine that a traffic signal is warranted in the future, the Applicant will be required to retain engineers and contractors at its own expense to design and install the traffic signal to the satisfaction of LACDPW. With the mitigation measure that will require the installation of a signal if warranted, impacts would be less than significant.

Access

Access from Hasley Canyon Road, the primary access point for the Project site, to each of the secondary access points (Hayward Drive and Barcelona Road) would remain un-gated and available for public pedestrian and vehicular use. However, the Project includes the installation of five access-controlled gates all within the Project site. The gates will be located north (West, Central, and East gates) and south (North and South gates) of Barcelona Road. A queuing analysis was completed to ensure vehicles entering the Project site would not queue and block the nearest intersection. The projected PM Peak hour vehicular traffic trips (502 vehicle trips of which 316 trips are inbound) were used to determine the potential for vehicle queues at each gate. Using the ITE Inbound Trip Generation rate of 0.64 per dwelling unit, the inbound vehicle trips at each gate were calculated for the PM peak hour. The maximum required queue length at each gate was calculated and compared to the vehicle storage length provided

at each location. This analysis shows that the inbound vehicle storage provided at each gate exceeds the forecast peak vehicle queue at each location. Thus, the vehicle storage at each gate location is adequate and will not result in the queuing of vehicles and impacts would be less than significant.

In addition to the intersection analysis, potential traffic impacts on Hillcrest Parkway were evaluated. Hillcrest Parkway is located north of the Project site. Castaic Middle School and Castaic Elementary School are both located on Hillcrest Parkway. The purpose of the analysis was to determine if Project resident trips to the schools would result in traffic impacts to Hillcrest Parkway. This analysis demonstrated that Project-related vehicle trips to Castaic Elementary School are expected to be negligible, as elementary age students at the Project are expected to instead attend Live Oak Elementary School. Moreover, as estimated by the analysis, the addition of five or less vehicles temporarily queuing on Barcelona Road or Hillcrest Parkway consistent with the current activity related to the Middle School student pick-up period is not expected to adversely affect traffic operations on these streets. Also, the addition of approximately one car every two minutes on average to Hillcrest Parkway during the Middle School pick-up peak hour would not adversely affect traffic operations on this roadway. Therefore, traffic impacts on Hillcrest Parkway would be less than significant.

The Los Angeles County congestion management plan (CMP) requires that a proposed development address two major subject areas with respect to traffic impacts: (1) the Project's impacts on the CMP highway system and (2) the Project's impacts on the local and regional transit systems. Project traffic would not exceed the CMP thresholds. As such, Project impacts to CMP facilities would be less than significant.

No impacts regarding emergency access are anticipated, as a Traffic Control Plan would be implemented during off-site construction to provide for temporary traffic controls to ensure adequate emergency access to all residences and businesses adjacent to the roadways impacted by utility construction activities. In addition, with respect to operation, the Project includes new roadways that would provide a system of arterials and residential collectors, residential public streets, and private drives throughout the Project site and provide increased access between Hayward Drive, Barcelona Road and Hasley Canyon Road. The proposed street alignments would be reviewed by the Los Angeles County Department of Public Works for consistency with County standards for residential streets prior to construction, ensuring that adequate rights-of-way and turning radiuses for emergency vehicles are provided. Therefore,

operational impacts pertaining to emergency access would be less than significant.

Freeway Queuing

A vehicle queuing analysis was conducted at the freeway off-ramps in the Project vicinity that are expected to accommodate traffic generated by the Project. This analysis shows that the estimated 95th percentile vehicle queues at the off-ramps can be accommodated by existing or proposed storage. HCM was utilized to evaluate vehicle queueing of the I-5 southbound off-ramp at The Old Road intersection under cumulative (discussed below). While not required, additional HCM calculations were prepared for the Existing and Existing + Project scenarios at Intersection No. 6 (I-5 Freeway SB Off-Ramp – Sedona Way/The Old Road) during the AM and PM peak hours. The analysis shows that the existing I-5 off-ramps and future SR-126 off-ramps are adequate to accommodate the forecast vehicle queues under future build-out conditions (i.e., which is a more conservative, “worst case” analysis as compared to evaluating existing traffic only), Therefore, the I-5 Freeway Ramps located within the Project vicinity are expected to operate at acceptable parameters and are not expected to adversely affect the adjacent mainline freeway under future conditions with Project traffic, and traffic from Related Projects. Therefore, impacts would be less than significant.

Project Design Features

- Prior to issuance of an encroachment permit within the public right-of-way, the Permittee, in coordination with LACDPW, shall submit a Traffic Control Plan to be implemented during construction of the Project. The Traffic Control Plan shall identify all traffic control measures, signs, and delineator to be implemented by the construction contractor through the duration of the construction activities associated with Project improvements within public right-of-way. The Traffic Control plan shall be subject to final approval by LACDPW. If any additional agencies require approval, it will be the responsibility of the Applicant to obtain such approvals. The Traffic Control Plan shall include the following provisions:
    - Provisions for traffic control during all phases of construction activities to improve traffic flow on public roadways;
    - Provision to limit construction trips ingress and egress of the Project site via Hasley Canyon Road; construction trips may not access the Project site through either Barcelona Road or Hayward Drive except when work on those roadways is being undertaken.

- Provision of adequate emergency access to all residences and businesses adjacent to the roadways impacted by the utility construction activities during all phases of construction activities;
- Scheduling construction activities to reduce the effect on traffic flow on arterial streets;
- Provision of safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers on streets impacted by Project construction;
- Requirement that contractors participate in a common carpool registry during all periods of contract performance, with the registry monitored and maintained by the general contractor;

Mitigation Measures

- MM 5.14-1 As a condition to recording of the last phase of the final tract map, the Applicant shall provide a performance bond for 100 percent of the estimated costs of installation of a traffic signal at the intersection of Hasley Canyon Road and the Project site main entrance. Commencing upon issuance of the certificate of occupancy for the 450th unit and for up to four successive years thereafter, a peak hour warrant analysis shall be conducted annually per LACDPW standards to determine if a traffic signal is warranted. The Applicant shall be responsible for the costs associated with the warrant analysis and the installation of the traffic signal if determined to be necessary following the completion of the peak hour warrant analysis. The bond shall be released by the County upon the completion of the warrant studies with no traffic signal required or completion of construction of the traffic signal by the Applicant.

With the implementation of the above Project Design Features and Mitigation Measure, the Project's construction- and operation-related traffic and transportation impacts will be less than significant.

18. **Water Supply**

Potential Effect

The Project will increase water demand at the Project site, which could be considered a significant impact if sufficient additional water is not available to service the increase in demand caused by the Project, or if new infrastructure would be required

to provide water for the Project.

Finding

The existence of sufficient water supply and infrastructure capacity, along with implementation of water conservation measures and water efficient landscaping, would reduce potential water supply and water infrastructure impacts identified to a less than significant level.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential significant environmental impacts regarding water supply to less than significant levels.

Rationale for Finding

Potential water supply impacts are analyzed in Section 5.15.1 of the Draft EIR and in a Water Supply Assessment for the Project adopted by of Los Angeles County Waterworks District No. 36 (LACWWD 36) on August 16, 2016 that is attached to the Draft EIR as Appendix _5.15.1-1 ("WSA"). If the planned channel improvements are not completed, two retention basins would be constructed as Interim Controls. Once the planned channel improvements are completed, the retention basins will be removed and the Project will be completed. For purposes of the Draft EIR's analysis of impacts related to water supply, full buildout of the Project was analyzed as the most impactful scenario, as it includes a greater number of homes and therefore the largest potential demand for water.

As further indicated in the Draft EIR and WSA, the Project site is located entirely within the boundaries of the Castaic Lake Water Agency ("CLWA") and almost entirely within the boundaries of Los Angeles County Waterworks District No. 36 ("LACWWD 36"). LACWWD 36 provides water service to approximately 12 square miles within the Santa Clarita Valley, including the Hasley Canyon area and the unincorporated community of Val Verde. A small portion of the Project site, comprised of approximately 5 acres, is not within the boundary of any retail supplier and another small portion of the Project site, comprised of approximately 9.15 acres, is within the service area boundaries of the Valencia Water Company ("VWC"). The portion of the Project site not within the boundary of any retail supplier is proposed to be incorporated into LACWWD 36's sphere of influence and annexed into LACWWD 36's service area. The portion of the Project site within VWC is proposed to be de-annexed from VWC's service area, incorporated into LACWWD 36's sphere of influence and annexed into LACWWD 36's

service area.

CLWA's 2010 Urban Water Management Plan ("2010 UWMP") provides current and projected future water demands for retail purveyors within its service area, including LACWWD 36, for the next 20 years (and through year 2050). The projected water demands from LACWWD 36 identified in CLWA's 2010 UWMP incorporate the water demands for the Prior Entitlements on the Project site. Specifically, CLWA's 2010 UWMP includes 251 acre-feet per year (afy) of residential water demand (to be met by LACWWD 36 water) and 518 afy of golf course irrigation demand (to be met by groundwater from the Saugus Formation aquifer, drawn from a privately owned well to be built on the Project site), for a total projected demand of 769 afy for the Prior Entitlements.

The WSA analyzes the supply of water available to LACWWD 36 and the water demands of the Project including construction demand and operation of the Project through the year 2040. The Project would require the installation of an on-site water distribution system that would connect to off-site improvements. Installation of the on-site system as well as the proposed water tank would occur entirely on the Project site and would not disrupt any adjacent uses. All improvements would be designed in accordance with the County Code, including the Fire Code, and would be constructed to the satisfaction of the LACDPW, and/or the County Fire Department, as applicable. Further, where feasible, the new water service installations and connections would be scheduled to minimize water service interruptions to other properties. Therefore, the Project's construction impacts associated with installation of the proposed on-site improvements would be less than significant.

Short term demand of approximately 40 afy is projected to be required during construction of the Project. Water would be used during grading and construction activities on the Project site primarily as a dust palliative and to moisten the fill dirt to achieve the required compaction. Water would be provided to the Project site via a fire hydrant located on Hasley Canyon Road and therefore would not need to be trucked to site. As noted above, CLWA's 2010 UWMP included the projected potable water needs of 251 afy for the Prior Entitlement, and indicated that there was sufficient supply available to meet the demand. 40 afy represents less than 20 percent of that supply for ongoing construction purposes. As the amount of water required for construction uses has already been accounted for in the 2010 UWMP projected water demands for the Project site, impacts from construction of the Project would be less than significant.

As a result of the removal of the golf course and installation of more drought tolerant landscaping and non-irrigated open space, the Project results in an estimated reduction in water demands in normal years of 185 afy, and 113 afy in dry years, as compared with the Prior Entitlements. In addition, while the golf course and other landscaping in the previous golf-course and residential project required 3.3 afy of water per acre, the proposed irrigated areas for the Project require only 1.3 afy of water per acre. Accordingly, the WSA calculates that the Project is projected to have an operational demand for 574 afy of potable water from the LACWWD 36 during normal years (as described in the CLWA UWMP) and 662 afy of potable water during single and multiple dry years.

As noted above, 251 afy of potable water demand from the Prior Entitlements was included in LACWWD 36 projections for the 2010 UWMP. This means that 323 afy (574 afy minus 251 afy) of the Project's projected water demand was not included in the 2010 UWMP. However, LACWWD's projected water supplies are sufficient to accommodate the Project's water demand. Purveyors within CLWA's service area, including LACWWD 36, have historically met all of their water demands with imported water, groundwater, and recycled water supplies (i.e., existing supplies). Planned supplies include new groundwater production as well as additional banking programs. Moreover, although water supplies have historically been reliable, CLWA has prepared a Water Shortage Contingency Plan in its 2010 UWMP, pursuant to California Water Code Division 6, Part 2.10, Section 10632 and Government Code 66473.7 which identifies actions that can be taken by purveyors to respond to a catastrophic interruption of water supply. Pursuant to this planning, the 2010 UWMP indicates that available water supplies within CLWA's service area will allow water purveyors, including LACWWD 36, to meet all water demand projections, including the Project, with available surpluses from 2015 to 2040 under normal, single dry, and multiple dry year scenarios.

Specifically, and as shown by Tables 5.15.1-7 through 5.15.1-13 of the Draft EIR, LACWWD 36's projected water supplies exceed projected demand (including the Project's total water demand of 574 afy) by over 1,200 afy in each of the 2010 UWMP's milestone years of 2020, 2025, 2030, 2035, and 2040, as well as in normal year, single-dry year, or multiple dry-year scenarios. Moreover, CLWA, from which LACWWD can obtain additional water to meet its demands, projects its water supplies to exceed projected demand (including the Project's total water demand) by more than 20,000 afy in each of the UWMP's milestone years, as well as in normal year, single-dry year, or

multiple dry-year scenarios.

The 2015 UWMP for the Santa Clarita Valley was adopted by CLWA in June 2016. As noted throughout the 2015 UWMP, LACWWD 36 is not required to prepare an urban water management plan and participated in preparation of the 2015 UWMP as a voluntary cooperating agency and therefore the timing of the process for the UWMP is not relevant to LACWWD 36 analysis. Further, there is no requirement that the WSA be based upon an urban water management plan. Nonetheless, the 2015 UWMP further reinforces the findings of the WSA.

The 2015 UWMP includes the water demand of the Project, and demonstrates that sufficient water will be available to meet this demand. Further, (1) the future water supply available to LACWWD 36 as presented in the WSA is less than the future available water supply shown in the 2015 UWMP, (2) water supply sources for LACWWD 36 remain the same in the 2015 UWMP and remain reliable sources of water and, (3) the future water supply presented in the WSA is still adequate to meet the increased water demands shown in the 2015 UWMP, which include the future Project's water demands. Therefore, the conclusion of the WSA that "based on the demonstrated reliability of its water supply sources, and taking into account existing and planned future water uses (including relevant agricultural and manufacturing uses), LACWWD 36 has sufficient, reliable, and sustainable water supplies to meet existing water demands and future growth, including the Project, during normal, single dry and multiple dry years, for twenty years" remains valid under the assumptions in the 2015 UWMP.

Although the future water supply available to LACWWD 36 as presented in the WSA is less than the future available water supply shown in the 2015 UWMP, the future water supply presented in the WSA is still adequate to meet the increased water demands shown in the 2015 UWMP, which include the future Project's water demands. The future water supplies presented in the 2015 UWMP for LACWWD 36 are derived from the same sources as those described in the WSA for LACWWD 36 and include additional imported, stored, and banked water supplies of as much as 2,200 acre feet per year in normal years, 400 acre feet per year in single dry years and 1,200 acre feet per year in multiple dry years, as compared to the supplies shown for LACWWD 36 in the WSA. The 2015 UWMP also presents additional future groundwater supplies of as much as 400 acre feet per year in a single dry year and 300 acre feet per year in a multiple dry year, as compared to the groundwater supplies shown in the WSA for LACWWD 36. These additional water supplies are considered by CLWA and LACWWD

36 to be reliable sources of water, and are more than sufficient to meet the increased demand within LACWWD 36 as shown in the 2015 UWMP.

To ensure sufficient water is available for the Project from the water district, the Applicant will obtain a will-serve letter from the LACWWD 36, as provided in Mitigation Measure MM 5.15.1-1. With issuance of the will serve letter, impacts related to water supply would be less than significant.

Development of the Project site would increase the impervious area on the site compared to existing conditions and therefore would increase runoff volume discharged after treatment to the Santa Clara River Corridor, which is where the majority of groundwater recharge in the Valley occurs. However, the Project would introduce landscaping, irrigation, and Project Design Features designed to infiltrate runoff and excess irrigation water. Design features incorporated into the Project to address hydrologic impacts include site design, source control, treatment control, and (if necessary) hydromodification control comprising existing Best Management Practices (BMPs). These treatment control facilities will be designed to alter the runoff from the proposed conditions watershed to mimic the flow characteristics of the existing conditions watershed for all storm events in such a way that the flow frequency spectrum of the proposed conditions watershed will essentially match the flow frequency spectrum of the existing conditions watershed. Therefore, the Project is not expected to result in a significant change in groundwater recharge in the vicinity of the Project site. As such, the Project's impact on groundwater recharge and supply is considered less than significant.

Mitigation Measure

- **MM 5.15.1-1** Prior to issuance of a grading permit, the Applicant will obtain a will serve letter from LACWWD 36 that indicates the water district's commitment to serve the Project. The will serve letter shall be provided to the County Department of Public Health.

Through incorporation of the above Mitigation Measure, potential water supply impacts would be less than significant.

19. Solid Waste (Construction)

Solid waste generation during operation is considered a significant and unavoidable impact, and is therefore described below in Section 3.

Potential Effect

The construction and operation of the Project could result in increased demand for solid waste services and facilities that exceeds current capacity, thereby creating a significant impact.

Finding

As further described in Section 5.15.2 of the Draft EIR, the Project will comply with federal, state and local statutes related to solid waste, including recycling and diversion requirements, related to construction waste. Existing landfill and waste facilities (including Class I, II and III landfills within Southern California can accommodate construction waste, include hazardous material construction waste, generated by the Project. Therefore construction related solid waste impacts would be less than significant and no mitigation is required.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential significant environmental impacts regarding construction related solid waste to less than significant levels.

Rationale for Finding

Potential construction solid waste impacts are analyzed in Section 5.15.2 of the Draft EIR. If the planned channel improvements are not completed, two retention basins would be constructed as Interim Controls. Once the planned channel improvements are completed, the retention basins will be removed and the Project will be completed. For purposes of the Draft EIR's analysis of impacts related to solid waste, full buildout of the Project was analyzed as the most impactful scenario, as the construction of the full number of homes generates more construction debris than the movement of soil associated with the Interim Controls, and the operation of the full number of proposed homes will result in the largest generation of solid waste.

Site preparation activities needed to develop the Project site would require the removal of existing vegetation and related construction activities. Project-related grading would result in the movement of 7.6 million cubic yards of cut and fill, but would be balanced on-site, and no soil would be transported to a landfill site. Construction of the Project is anticipated to occur over a period of approximately five to seven years. Waste generated during the construction period would result in an incremental and

intermittent increase in solid waste disposal at landfills generally in the surrounding area. Using a construction waste generation rate (established by the US EPA) of 4.39 pounds per square foot of land area (lb/sf), the Project would generate 36,072 tons of construction waste. The Applicant would be required to recycle/divert 65 percent of the construction waste, pursuant to the California Green Building Standards Code. Assuming a 65 percent diversion/recycling rate, the development of the Project would result in the generation of 16,232 tons of construction waste total, with an average of 3,246 tons per year over the estimated five-year buildout horizon. The remainder (an equivalent amount of waste) would be disposed of in Class III landfill or a mixed debris recycling facility which recycles 50 percent of all waste received. Even without diversion, the projected total amount of construction waste (36,072 tons) would equate to 0.01 percent of the existing capacity of the surrounding Class III landfills.

The projected 36,072 tons of construction waste generated during construction of the Project would include some amount of hazardous waste, as construction of the Project would involve routine transport, use, and disposal of these types of hazardous materials throughout the duration of construction activities. Hazardous waste generated in connection with construction activities such as paints would be handled and disposed of in accordance with all appropriate state and federal laws. Due to the complex nature of the laws and regulations associated with the disposal of hazardous waste, the location of the disposal of the materials would need to be determined at the time of disposal based on the available facility capacities. However, it is likely that hazardous materials would be disposed of at the Kettleman Hills facility in Kings County. A closure date has not been established for the Kettleman facility; however, 8,000 tons of waste is accepted daily and the facility's current remaining capacity is 6,000,000 cubic yards. Although existing hazardous waste management facilities within the County are inadequate, the permitted Class I and II landfills within Southern California can accommodate hazardous waste generated by construction of the Project and are anticipated to have capacity for the term of its construction.

As existing landfills and waste facilities (including Class I, II, and II landfills) have sufficient capacity to handle the projected amount of construction waste, solid waste impacts during Project construction would be less than significant.

20. **Wastewater**

Potential Effect

The Project is served by a regional, interconnected system of wastewater collection and treatment facilities, and the Project could potentially exceed the existing conveyance and treatment capacity of these facilities due to an increase in wastewater produced on-site.

Finding

Implementation of the Project's on-site wastewater collection system, County conditions of approval, and design features incorporated into the Project would reduce potential wastewater/sewage impacts to a less than significant level. Furthermore, construction and operation of the Project would not generate wastewater sufficient to exceed the capacity of existing treatment facilities or create water or wastewater system capacity problems. Therefore, the Project does not have the potential to create significant wastewater or sewer service impacts.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential significant environmental impacts regarding wastewater to less than significant levels.

Rationale for Finding

Potential wastewater impacts are analyzed in Section 5.15.3 of the Draft EIR. If the planned channel improvements are not completed, two retention basins would be constructed as Interim Controls. Once the planned channel improvements are completed, the retention basins will be removed and the Project will be completed. For purposes of the Draft EIR's analysis of impacts related to wastewater, full buildout of the Project was analyzed as the most impactful scenario, as it includes a greater number of homes and therefore the largest potential generation of wastewater.

The Project site is presently undeveloped and there is no wastewater collection and conveyance system on the property. As proposed, wastewater flows originating from the Project will first discharge into a new local network of sewer lines provided at the time of Project buildout, then to existing points of connection. The Santa Clarita Valley Sanitation District ("SCVSD"), which is part of the Sanitation Districts of Los Angeles County ("LACSD"), owns, operates, and maintains the wastewater conveyance system for the Santa Clarita Valley, which consists of a 34-mile-long, interconnected network of trunk sewers and two pumping plants. The system conveys wastewater and wastewater solids from the local sewer lines to the Saugus and Valencia wastewater reclamation plants ("WRPs"). These two WRPs are interconnected to form a regional

treatment system known as the Santa Clarita Valley Joint Sewerage System ("SCVJSS").

Construction contractors working on-site would provide portable, on-site sanitation facilities that would be serviced at approved disposal facilities and/or treatment plants. With respect to operation, the Project would construct an onsite wastewater distribution system that would connect to existing sewer pipelines located in Hasley Canyon Road and Hayward Drive which would be delivered into the SCVJSS system. Wastewater generated by the Project would be derived from residential and recreational uses and would not have high percentages of contaminants or contain constituents that would impact SCVJSS's ability to operate within its established wastewater treatment requirements or that would cause a wastewater treatment exceedance within the SCVJSS system. The SCVJSS facilities have the ability to provide tertiary treatment of incoming wastewater. The Project's wastewater would be treated according to the treatment requirements of the RWQCB. Therefore, the Project would not result in a wastewater exceedance and would have a less than significant impact.

Project construction activities would result in a temporary increase in wastewater generation as a result of construction workers on-site. Wastewater generation would occur incrementally throughout the Project construction period of approximately five to seven years, but would be nominal compared to Project operation. As noted above, construction contractors working on-site would provide portable, on-site sanitation facilities that would be serviced at approved disposal facilities and/or treatment plants. As such, wastewater generated during Project construction activities would not enter the local conveyance system and thus would not affect existing sewer line capacities in the area. Given the temporary and limited level of wastewater generation during construction, the Project would not exceed the capacity of any treatment plant. In addition, no off-site construction activities would be necessary to connect the Project sewer lines to the existing Hasley Canyon Road and Hayward Drive sewer line. Therefore, Project construction impacts to wastewater facilities would be less than significant.

To determine the available capacity of the local sewer, a sewer area study was prepared for the Project and is included as Appendix 5.15.3-3 to the Draft EIR. Based on the analysis and calculations provided in the sewer area study, some of the existing sewer pipes that connect to the Hasley Canyon 15-inch trunk sewer exceed capacity

and are under pressure. As a result, it may be necessary to upsize one or more of the existing sewer pipes located downstream from the Project site to accommodate Project flows. Factors used to determine the need to replace a sewer pipe may include: exceedance of the design capacity by 150 percent, the sewer area study, flow tests, maintenance records, and the potential for future development within the sewer-shed. Flow tests will be undertaken to determine the actual discharges and capacity for the overcharged sewer pipes. Once testing has occurred, an addendum to the sewer area study will be prepared by the Applicant, and submitted to LACDPW for review and approval. Any sewer reach determined, based on the LACDPW criteria provided above, to require upsizing will be identified. The Applicant will be responsible for upsizing over-capacity sewer pipes based on the findings of the sewer area study addendum. Therefore, as flows from the Project could result in the LACDPW maintained local sewer flowing at 150 percent (or greater) of its design capacity, operation of the Project could result in a potentially significant wastewater capacity impact.

Upon full buildout the Project is anticipated to generate an average of approximately 0.164 million gallons per day (mgd) of wastewater that would be treated by the SCVJSS. The design capacity of the SCVJSS is currently 28.1 mgd, and it currently processes an average flow of 19.6 mgd. With the Project's added 0.164 mgd, the SCVJSS average flow would be approximately 19.76 mgd. Thus, the SCVJSS has sufficient capacity to treat wastewater flows from the Project in addition to existing demand.

As a condition of the Project, the County will require the Applicant to demonstrate sufficient wastewater capacity by providing a "will serve" letter from the LACSD. Additionally, the Applicant would coordinate the Project buildout schedule with the LACSD, and pay the appropriate sewer line connection fees in accordance with California Health and Safety Code, Section 14.08.020. The payment of this fee may be used to expand sewer line capacity as necessary to accommodate demands. As there is sufficient capacity to serve the Project and a funding source to provide for future expansion, if needed to accommodate future projects, the Project would not cause an exceedance of the capacity of the existing wastewater treatment system, or require the expansion or construction of wastewater treatment facilities, the construction of which could cause significant environmental effects. Therefore, operational impacts to wastewater facilities would be less than significant.

<u>Mitigation Measures</u>

- **MM 5.15.3-1** Prior to issuance of a grading permit, the Applicant shall submit to LACDPW for review and approval an addendum to the sewer area study that provides flow data and flow calculations for the LACDPW selected manholes downstream from the Project site. The Applicant shall be responsible for upsizing any sewer reach determined, based on the LACPDW criteria, to be of insufficient capacity with the addition of Project flow. Replacement of the affected pipe shall occur prior to operation of the Project.

Through incorporation of the above Mitigation Measure, potential wastewater impacts would be less than significant.

21. **Electricity and Natural Gas**

Potential Effect

The Project's increased demand for electricity and natural gas could potentially exceed existing capacity, and could therefore require new or expanded power generation or natural gas infrastructure to accommodate the increased demand.

Finding

The projected electricity and natural gas demand from the Project would be within the projected demand by Southern California Edison (SCE) and the Southern California Gas Company (SCGC). Therefore, the impact from the Project on electricity and natural gas capacity would be less than significant.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential significant environmental impacts regarding electricity and natural gas to less than significant levels.

Rationale for Finding

Potential electricity and natural gas impacts are analyzed in Section 5.15.4 of the Draft EIR. If the planned channel improvements are not completed, two retention basins would be constructed as Interim Controls. Once the planned channel improvements are completed, the retention basins will be removed and the Project will be completed. For purposes of the Draft EIR's analysis of impacts related to electricity and natural gas, full buildout of the Project was analyzed as the most impactful scenario, as it includes a greater number of homes and therefore the largest potential demand for electricity and natural gas.

The Project site is located within SCE's service area for electricity service, and SCGC's service area for natural gas service. The nearest electrical lines to the Project site are located on the north side of Hasley Canyon Road, directly south of the Project site. The Project site currently has no existing natural gas infrastructure.

During construction of the Project, electricity would be required to serve construction trailers, power tools, tool sheds, work and storage areas, and other facilities associated with development activities. Electricity would be expected to be supplied by gasoline, propane, or diesel-powered generators rather than drawing power from the local electrical grid. Overall, electricity consumption that would be required during construction would be limited and temporary. Therefore, the Project's construction activities would not create electrical system capacity problems or result in the construction of new or expanded electricity facilities. As construction activities associated with the Project would not draw power from the local electrical grid, construction uses would not have an adverse impact on available electricity supplies. As such, impacts would be less than significant. Natural gas is not expected to be used on the Project site during the construction as construction tools are generally powered by gasoline, diesel, or electricity, and would therefore not significantly impact natural gas supplies or infrastructure.

While the Project would require the extension of the existing electrical grid, as well as additional natural gas lines, to serve the Project's uses, construction would be minimal and finite, and would be conducted primarily by extending the existing path of electrical lines and natural gas lines. Design and sizing of all electrical infrastructures would meet all relevant engineering requirements to the satisfaction of SCE, SCGC, and the County of Los Angeles. Serving new areas is routine for SCE and SCGC, and as both utility providers' long-term infrastructure planning takes local and regional general plans into account so that new developments are planned for, extending electrical and natural gas infrastructure to the Project site would not result in 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. Impacts would be less than significant.

As buildout, the Project's electricity demands would be 2,885,620 kilowatt-hour (kWh) per year. SCE has provided a will serve letter to the Applicant, which is included in Appendices 5.15.4-1 and 5.15.4-2 of the Draft EIR. The Will Serve letter states that SCE will serve the Project's electrical requirements per the California Public Utilities

Commission and the Federal Energy Regulatory Commission. SCE delivered approximately 87,000 GWh of electricity in 2013, which means that at buildout, the Project's electricity consumption would be 0.003 percent of SCE's estimated delivery capacity. Consequently, the Project demand for electricity from SCE would be minimal. Additionally, the Project's Design Features would further reduce the electricity demand placed on SCE by the Project. Electricity infrastructure constructed for the Project would be consistent with SCE Rule 15, which states that the Applicant is responsible for the design and construction of all required electrical infrastructure to serve the Project site. Further, the Applicant would be responsible for the payment of applicable engineering and design fees, the acquisition of local permits and any required easements. Therefore, although the Project would create additional demands on electricity supplies and distribution infrastructure, these demands are within the service capabilities of SCE. Impacts from electricity demand would be less than significant.

The Project's natural gas demands would be 110,245.88 cubic feet per day (cf/d) or 40 million cubic feet per year (MMcf/y). In 2020, SCGC is projected to deliver 2,619 MMcf/d of natural gas to accommodate demand within its service area. The Project would represent 1.5 percent of the conservatively estimated total supply delivered for the service area. Furthermore, SCGC has projected that in 2020 there would be additional capacity available to meet natural gas demands, for a total capacity of 3,875 MMcf/d. SCGC has confirmed it has existing natural gas capacity to serve the Project and except with respect to local gas lines to provide delivery of natural gas to the Project site, would not need to expand existing facilities or construct new facilities to accommodate the Project. Therefore, impacts on natural gas resources would be less than significant.

<u>Project Design Features</u>

- Site and Building Orientation to Optimize Solar and Wind. Orient the site plan and buildings to optimize solar access, passive and active design techniques and cross breezes through the buildings.
- Passive Solar techniques, such as daylighting, and other passive techniques, are to be incorporated into the Clubhouse and residential units to help reduce the energy loads. Care will be given in the landscape design to avoid shading roofs with a 110 - 270 degree roof orientation.
- PV systems are to be installed in the common areas and clubhouse structure to help reduce energy loads.

- Reduce Heat Island Effect. Provide tree canopy cover, and utilize light colored paving and roofing materials to reduce heat island effect. Comply with cool roof requirements in CALGreen Section A4.106.5.1.
- Residential Dwellings Energy Efficiency. All residential dwellings shall be designed and constructed to be a minimum of 15 percent better than the 2013 Energy Code.
- 2013 CALGreen Tier 1. All new residential dwelling units shall comply with the energy efficiency requirements in Section A4.203.1.1 and Section A4.203.1.2.2 and with at least two elective measures from Division A4.1 of the CalGreen Building Code.
- Solar Ready Roofs. A minimum of 250 square feet of non-shaded roof will be reserved on each home for a solar zone within a 110° - 270° orientation.
- Clubhouse Building Energy Efficiency. The clubhouse will be designed and constructed to meet zero net electric by incorporating passive solar techniques, high efficiency technologies, ENERGY STAR appliances, solid state LED adaptive lighting; coupled with solar PV to offset electrical loads.
- CALGreen Energy Efficiency Tier 2. Comply with CALGreen Tier 2 for the clubhouse which equates to 70 percent of the energy budget of 2013 Title 24 Part 6 (a.k.a. 30% better than 2013 Energy Code).
- Solar Ready Roofs. A sufficient solar zone area will be designed as part of the clubhouse building and shade structures to maximize solar generation, while at the same time, maintaining aesthetic appeal with orientation between 110° - 270°.
- 2013 CALGreen Tier 1. All residential constructed low-rise buildings will comply with the energy efficiency requirements in Section A4.203.1.1 and A4.203.1.2.1.
- Solar Energy CC&Rs. Applicant shall develop Solar Energy CC&Rs to protect solar access throughout the community in perpetuity.
- Model Demonstration - ZNE-TDV. Each builder shall be required to build and demonstrate at least one model at each model complex, a Zero Net Energy (ZNE-TDV) option to potential homebuyers. This is to be consistent with 2013 Title 24, Part 6, Tier 2; 30 percent better than the 2013 energy code and install enough solar photovoltaic (PV) panels to offset 100 percent of the energy load over 12 months. [Note: This ZNE-TDV Tier is expected to be part of the 2016 CALGreen Residential Voluntary Measures; Division A4.2 Energy Efficiency.]
- Model Demonstration – EV Charging. Each builder will be required to have

Electric Vehicle Chargers installed and functional in at least one of the models within each of the model complexes, and offer this as an option for every potential homebuyer.

- LED Street Lighting. The Project will utilize solid-state LED high efficacy street lighting throughout the Project's private streets, as approved by the local jurisdiction, for significant energy savings, maintenance and operations enhancements.

Mitigation Measures

- No mitigation measures are required.

Through incorporation of the above Project Design Features, potential electricity and natural gas impacts would be less than significant.

Cumulative Impacts

(1) Cumulative Aesthetic Impacts

Potential Effect

Various development projects are pending or approved in the vicinity of the Project site. These Related Projects, in conjunction with the Project, may potentially result in cumulative impacts pertaining to aesthetics, views, light, or glare.

Finding

The Project and the Related Projects would not cause any cumulative aesthetic impacts due to the projects' locations and distances from each other, as well as the projects' compliance with adopted plans, regulations, and guidelines.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential cumulative significant environmental impacts regarding aesthetics to less than significant levels.

Rationale for Finding

Of future development in the surrounding area, only those projects sufficiently close to influence the visual character of the Project vicinity or affect the same off-site sensitive uses could pose cumulative effects in conjunction with the Project. Six of the Related Projects are located near enough to the Project site to be within the same

viewshed. These Related Projects are single-family detached housing projects ranging in size from 2-34 units. One additional project, the Valencia Commerce Center is also included in the cumulative impact analysis. Excluding the Valencia Commerce Center, the small number of units associated with each of the Related Projects makes it unlikely views would change substantially due to a combination of the Project and the Related Projects. The addition of the Valencia Commerce Center would further add to urbanization of the area over the period of buildout of the Project. Only long-range views from elevated vantage points would have opportunities for viewsheds that include all six sites. Further, all Related Projects would be expected to comply with adopted plans, regulations, and guidelines regarding the protection of scenic views. As such, cumulative impacts relative to views would be less than significant.

Development of the Project in combination with Related Projects would introduce new sources of artificial light and thus could contribute to increased nighttime light levels as experienced by off-site sensitive uses. While the six Related Projects listed above are located sufficiently close to existing residential uses to the west as to potentially pose impacts to them, only the adjacent roadway (Hasley Canyon Road) has the potential to be affected by both the Related Projects and the Project. As previously indicated, the Project would have limited light spillover beyond the limits of the Project site, in part due to the introduction of perimeter landscaping and more importantly, due to the location of the ridgelines, which create a large physical barrier between the Project site and Related Projects. Related projects would be expected to implement similar measures to reduce light trespass. Therefore, cumulative impacts relative to light would be less than significant.

With regard to glare, only related development immediately adjacent to Project structures would have the potential to create glare that could collectively pose impacts affecting a given off-site use, property, or activity. As the closest Related Projects are located west of the westerly ridgeline, it is unlikely that glare could have a combined effect from a particular vantage point. In addition, it is anticipated that all future development projects would be required to implement applicable measures to ensure that significant sources of glare are not introduced. As such, cumulative glare impacts would be less than significant.

Therefore, cumulative impacts related to views, light, and glare would be less than significant.

(2) <u>Cumulative Biological Impacts</u>

Potential Effect

Development of the Project, in conjunction with the other approved and pending Related Projects, may potentially increase the potential impacts to naturally occurring plants and animals, resulting in a potentially significant cumulative impact to biota within the vicinity of the Project site.

Finding

With the implementation of Project mitigation measures and compliance with existing regulations, there will be no cumulatively considerable impacts to special status plant species, special status wildlife species, sensitive plant communities, migratory or nesting birds, wildlife movement, jurisdictional features, or protected trees.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential cumulative significant environmental impacts regarding biological resources to less than significant levels.

Rationale for Finding

Cumulative biological impacts tend to center around connectivity of habitat and migration routes and continuing loss of natural habitats. The Project site does not lie within the linkage design for the San Gabriel – Castaic Connection. Though Hasley Canyon Creek provides some east-west connectivity, the Project does not include any elements that would block this corridor. Therefore, neither local nor regional wildlife movement patterns are expected to be substantially disrupted by Project implementation. Further, there would be no substantial loss of any sensitive habitat types.

The Project site has been previously graded and remains highly disturbed. Much of the remaining native vegetation would not be significantly altered with the exception of the western tributary that would ultimately be improved as part of Mitigation Measure MM 5.3-5. Since nearly all of the proposed development area has already been graded and compacted in association with prior use of the Project site, very little natural habitat is being affected by the Project. Therefore, cumulative impacts resulting from the Project would be considered less than significant as these open areas have already been significantly altered.

(3) <u>Cumulative Archaeological and Paleontological Impacts</u>

Potential Effect

Development of the Project, in conjunction with other approved and pending Related Projects, may potentially increase the potential impacts to archaeological and paleontological resources, resulting in potentially significant cumulative impacts to such resources within the vicinity of the Project site.

Finding

With the implementation of Project mitigation measures and compliance with existing regulations, there will be no cumulatively considerable impacts to archaeological and paleontological resources.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential cumulative significant environmental impacts regarding archaeological and paleontological resources to less than significant levels.

Rationale for Finding

The Project site and surrounding area may contain actual or potential archaeological or paleontological resources, although the likelihood is low. Where these resources may exist, implementation of the Project would represent an incremental adverse cumulative impact to archaeological or paleontological resources. However, the Project's potential impact to archaeological and paleontological resources would be less than significant with the implementation of the recommended mitigation measures. In addition, Related Projects would also be required to implement appropriate mitigation measures. Therefore, the Project would not contribute to any potential cumulative impacts, and cumulative impacts to archaeological and paleontological resources would be less than significant.

(4) <u>Cumulative Energy Impacts</u>

Potential Effect

Development of the Project, in conjunction with other approved and pending Related Projects, may potentially result in cumulative energy resource impacts.

Finding

The Project and the Related Projects would not cause any cumulative energy

resource impacts through compliance with current codes and other applicable laws and regulations.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential cumulative significant environmental impacts regarding energy resources to less than significant levels.

Rationale for Finding

The Project's energy use would not be considered to be substantial when compared to statewide energy use. The County and state have mandated goals and objectives to maximize energy efficiency (e.g., the County's Green Building Standards Code and the 2013 CALGreen Code), which contain requirements for construction site selection, storm water control during construction, construction solid waste reduction, indoor water use reduction, material selection, natural resource conservation, site irrigation conservation and more. The Project would fully comply with these requirements.

Given the Project's consistency with state and County energy reduction goals and objectives, the contribution to a cumulative inefficient, wasteful and unnecessary use of energy resources would be less than significant and would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing energy use. Similarly, the Related Projects would also be anticipated to incorporate energy conservation features and comply with these same energy reduction goals and objectives as required by the various local governing codes and regulations (e.g., the 2013 CALGreen Code, Title 24 and the County's Green Building Standards Code). Therefore, cumulative impacts associated with energy consumption and regulatory compliance would be less than significant.

(5) <u>Cumulative Geology Impacts</u>

Potential Effect

Development of the Project, in conjunction with other approved and pending Related Projects, may potentially result in cumulative geotechnical and soil resource impacts.

Finding

The Project and the Related Projects would not cause any cumulative

geotechnical and soils resource impacts through compliance with current building and seismic safety codes and other applicable laws and regulations.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential cumulative significant environmental impacts regarding geotechnical and soil resources to less than significant levels.

Rationale for Finding

Due to the site-specific nature of geological conditions, geotechnical impacts are typically assessed on a project-by project basis. Related projects would be subject to varying risks associated with geotechnical hazards. The Related Projects are all located in Southern California, a seismically active region, and would therefore be subject to hazards during seismic events, including ground shaking, rupture, liquefaction, and subsidence. However, as with the Project, Related Projects in the area would be subject to regulations pertaining to geology and soils, including CBC and LACBC requirements, that would require structures of all Related Projects be constructed to meet minimum seismic safety standards. In addition, Related Project impacts would be addressed through imposition of recommendations specific to each project. Therefore, with regulatory compliance, cumulative impacts would be less than significant.

(6) Cumulative Greenhouse Gas Emissions

Potential Effect

Development of the Project, in conjunction with other approved and pending Related Projects, may potentially result in cumulative greenhouse gas emission impacts.

Finding

The Project is consistent with the County's Climate Change Action Plan and other local and state plans aimed at reducing greenhouse gas emissions that therefore, would not have a cumulatively considerable impact on the environment.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential cumulative significant environmental impacts regarding greenhouse gas emissions to less than significant

levels.

Rationale for Finding

It is possible that a substantial increase in GHG emissions from multiple projects throughout the world could result in a cumulative impact with respect to global climate change. CEQA requires that lead agencies consider evaluating the cumulative impacts of GHGs from even relatively small (on a global basis) increases in GHG emissions. Small contributions to this cumulative impact (from which significant effects are occurring and are expected to worsen over time) may be potentially considerable and therefore significant. A cumulatively considerable impact is the impact of a project in addition to the Related Projects.

However, in the case of global climate change, the proximity of the project to other GHG-generating activities is not directly relevant to the determination of a cumulative impact. Although the State requires Metropolitan Planning Organizations and other planning agencies to consider how region-wide planning decisions can impact global climate change, currently no established non-speculative method exists to quantitatively assess the cumulative impact of proposed independent private-party development projects.

The qualitative analysis demonstrating that the Project is consistent with the County's CCAP indicates that the Project will not have a cumulatively considerable impact for GHG emissions. While the CCAP sets an unincorporated Countywide target for 2020 GHG emissions, which equates to approximately 11 percent below 2010 emissions, the CCAP shows that the reductions are not expected to occur uniformly from all sources or sectors of GHG emissions. The County has estimated GHG reductions from many of the strategies and local actions; however, some of the strategies and local actions are not quantified and not included in the CCAP target pending project implementation and metrics to track emissions reductions. The Project is consistent with the strategies and local actions planned for in the CCAP.

The Project is also consistent with SCAG's SCS. CARB has set targets specific to the transportation sector (land use-related transportation emissions), for example, and under SB 375 SCAG must incorporate these GHG-reduction goals into the Regional Transportation Plan and demonstrate that its Sustainable Communities Strategy or Alternative Planning Strategy is consistent with the Regional Housing Needs Assessment. One of the goals of this process is to ensure that the efforts of State,

regional, and local planning agencies accommodate the contemporaneous increase in population and employment with a decrease in overall GHG emissions. For example, adopting zoning designations that reduce density in areas which are expected to experience growth in population and housing needs, is seen as inconsistent with anti-sprawl goals of sustainable planning. Although development under a reduced density scenario results in lower GHG emissions from the use of that land compared to what is currently or hypothetically allowed (by creating fewer units and fewer attributable vehicle trips), total regional GHG emissions will likely fail to decrease at the desired rate or, worse, increase if regional housing and employment needs of an area are met with a larger number of less-intensive development projects. Therefore, it is not simply a cumulative increase in regional development or the resultant GHG emissions that threatens GHG reduction goals. The Project's consistency with SCAG's SCS demonstrates that the Project will not have a cumulatively considerable impact based on the regional plan to address VMT and related GHG emissions.

The land use sector can accommodate growth and still be consistent with Countywide plans to reduce GHG emissions. To that end, the County will continue to develop programs to guide future building and transportation development towards minimized resource consumption and lowered resultant pollution. The County's adopted CCAP, Green Building Standards Code, and LID Ordinance includes mandatory measures. However, some of the strategies and local actions in the CCAP and the Green Building Standards Code also include voluntary options applicable to and chosen by each individual project developer, and their efficacy in reducing GHG emissions can vary. In addition, the emissions models used for project-level evaluations do not fully reflect improvements in technology and other reductions in GHG emissions that are likely to occur in the future pursuant to State regulations, such as the model year 2017-2025 vehicle emission standards, as well as other future federal and/or State regulations. Therefore, it is not possible or meaningful to calculate emissions from each of the identified Related Projects and compare that with a numeric threshold or reduction target. Nevertheless, the Project is consistent with local plans aimed at reducing GHG emissions (specifically the CCAP for unincorporated areas, the Healthy Design Ordinance and SCAG's SCS), and thus the Project would not have a cumulatively considerable impact on the environment.

(7) <u>Cumulative Hazards and Hazardous Materials</u>

Potential Effect

Development of the Project, in conjunction with other approved and pending Related Projects, may potentially result in cumulative hazards and hazardous materials impacts.

Finding

The Project and Related Projects would meet all local, state, and federal rules and regulations, thereby reducing potential cumulative impacts with respect to hazards and hazardous materials to less than significant.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential cumulative significant environmental impacts regarding hazards and hazardous materials to less than significant levels.

Rationale for Finding

Development of the Project in combination with the Related Projects has the potential to increase the risks associated with the accidental release of hazardous materials into the environment. As with the Project, each of the Related Projects would require evaluation for potential risks associated with the use, storage, transport, and/or disposal of hazardous materials. Since hazards and hazardous materials issues are largely site-specific, this evaluation would occur on a case-by-case basis, in conjunction with development proposals on these properties. Therefore, with compliance of all applicable local, state, and federal rules and regulations, cumulative impacts with respect to hazardous materials would be less than significant.

Increased vehicle traffic generated at buildout of the Project and the Related Projects could adversely affect the operating condition of the local roadway network. Increased cumulative traffic could slow fire response times in a VHFHS Zone. Implementation of the PDF that requires maintenance of emergency access during construction would ensure adequate traffic flow in the event of an emergency. Related Projects would be required to implement similar measures to those proposed in this Draft EIR.

Similarly, Related Projects would be required to implement fuel modifications in accordance with LACFD requirements. As each project would implement necessary fire hazard reduction measures specific to that site, cumulative impacts would not occur.

(8) Cumulative Hydrology

Potential Effect

Development of the Project, in conjunction with other approved and pending Related Projects, may potentially result in cumulative hydrology and drainage impacts.

Finding

The Project and Related Projects would meet all local County and State hydrology and water quality requirements. The cumulative impacts of the Project and Related Projects with respect to hydrology are not significant.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential cumulative significant environmental impacts regarding hydrology issues to less than significant levels.

Rationale for Finding

The boundary of the approximate 128,000-acre tributary watershed to Hasley Canyon Creek and Castaic Creek in which the Project site is located is the appropriate geographic area for such an analysis at the cumulative project level. The County of Los Angeles General Plan provides for additional development within the tributary watershed. Pursuant to LACDPW requirements, all future drainage facilities in the tributary watershed must be designed for either the capital storm or the 25-year urban design storm (storm drains under major and secondary highways, open channels, debris carrying systems, and sumps must be designed for the capital storm). LACDPW also prohibits increases in off-site post-development storm flows and increases in storm flow velocities. As a result of compliance with LACDPW requirements, overall storm runoff discharge quantities from the watershed under post-development runoff conditions would be less than or equal to existing conditions largely because the runoff would include less debris than is typical of undeveloped watersheds and flow velocities would not increase. On-site drainage facilities would be built for burned and bulked flows from undeveloped areas and would be built to the greater design capacity of the undeveloped areas, and would have sufficient capacity for reduced drainage as areas in the watershed are developed.

Project design would be in compliance with all applicable site design requirements to ensure that the Project conditions will cause no incremental contribution

to the cumulative impact of watershed-wide development. Because the cumulative project drainage improvements in Los Angeles County would be required to conform to the requirements of LACDPW in order to accommodate the capital flood from the affected watershed, no potentially significant cumulative project flooding impacts are expected to occur. The development criteria imposed on each project by LACDPW would ensure no potentially significant cumulative impacts.

Other projects within the tributary watershed would not only be subject to the same general requirements as the Project, but to other requirements that LACDPW Water Resources Division may specifically identify for such projects based on their unique topographic and geologic characteristics. All development within the watershed of Hasley Canyon Creek and Castaic Creek and within unincorporated Los Angeles County is required to comply with the LACDPW Water Resources Division requirements, which are designed to ensure that upstream or downstream flooding does not occur, and to ensure that downstream erosion and sedimentation do not occur. Therefore, no significant unavoidable cumulative flooding, erosion, and sedimentation impacts would occur.

(9) Cumulative Water Quality Impacts

Potential Effect

Development of the Project, in conjunction with other approved and pending Related Projects, may potentially result in cumulative water quality impacts.

Finding

Due to compliance with applicable local and state regulations and policies, the Project and Related Projects would not have a significant cumulative effect on water quality.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential cumulative significant environmental impacts regarding water quality to less than significant levels.

Rationale for Finding

Runoff generated from construction and operation activities from the majority of the Related Projects would not drain into Hasley Canyon Creek, and therefore would not combine with the Project to create a cumulative impact related to water quality.

Related Projects would be required to comply with the County's LID Ordinance and ensure all water features would not result in conditions conducive to mosquito habitats, as well as include mitigation measures to minimize the effects of stormwater runoff which could impact the quality of surface water and groundwater and/or violate water quality standards including NPDES permits.

As with the Project, any future urban development occurring in the Santa Clara River watershed must also comply with adopted regulatory requirements that are designed by the Los Angeles RWQCB to assure that regional development does not adversely affect water quality, including Los Angeles County MS4 Permit and SUSMP requirements; General Permit and General Dewatering Permit requirements; and benchmark Basin Plan water quality objectives, California Toxic Rules criteria, and TMDLs. All development in unincorporated areas of the County would be required to adhere to the requirements of the Los Angeles County LID Ordinance. Further, the City of Santa Clarita has adopted its own low impact development standards regarding water use and quality which projects within the City's boundaries would be required to implement.

Therefore, with regulatory compliance, cumulative impacts on surface water quality from the Project and Related Projects in the Santa Clara Watershed are considered less than significant.

(10) Cumulative Land Use and Planning Impacts

Potential Effect

Development of the Project, in conjunction with other approved and pending Related Projects, may potentially result in cumulative land use and planning impacts.

Finding

The Project would not result in a cumulatively considerable contribution, when considered together with Related Projects, with respect to compliance with planning and land use plans and regulatory provisions.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential cumulative significant environmental impacts regarding land use and planning issues to less than significant levels.

Rationale for Finding

Future growth in the Santa Clarita Valley through 2023 (i.e., the Project buildout year) associated with identified Related Projects in the area and general ambient growth would have the potential to alter the existing land use environment due to conversion of vacant land to new development, infill development at increased densities, and/or conversion of existing land uses (e.g., commercial to residential). However, future development projects would be subject to existing zoning and land use designations as well as environmental review by the appropriate jurisdiction. Further, the Related Projects are typical of the area including residential and commercial development. Like the Project, development of the Related Projects is expected to occur in accordance with adopted plans and regulations. Therefore, such future projects are not expected to fundamentally alter the existing land use relationships in the community. If plan amendments or zone changes are needed to accommodate particular projects, they would be carried out in accordance with established local procedures, including CEQA review and an evaluation of consistency with policies/regulations adopted for the purpose of avoiding or mitigating a physical impact on the environment.

All new projects would be required to be consistent with adopted land use plans, policies, and regulations, would be subject to appropriate permit approval processes and would incorporate mitigation measures necessary to reduce potential land use impacts. Furthermore, as the Project would generally be consistent with applicable land use plans, policies, and regulations, the Project would not incrementally contribute to significant cumulative land use inconsistencies. Therefore, no significant cumulative land use impacts are anticipated.

(11) <u>Cumulative Library Impacts</u>

Potential Effect

Development of the Project, in conjunction with other approved and pending projects within the vicinity of the Project site, could increase the potential impacts to library services resulting in a potentially significant cumulative impact in the Project area.

Finding

As with the Project, each Related Project will be required to contribute to the County's library mitigation fee program, thus reducing potential cumulative impacts to

library services to less than significant.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential cumulative significant environmental impacts regarding library resources to less than significant levels.

Rationale for Finding

The existing County library facilities closest to the Project site do not meet the existing level of service set by the County. The County has implemented a fee system as a means of mitigation. The fee has been established at a level determined by the library department to meet its facility equipment needs in conjunction with other County funds available. As with the Project, each Related Project would be required to contribute to the County's Library mitigation fee which would mitigate potential impacts. Therefore, cumulative impacts on library services would be less than significant.

(12) Cumulative Education Impacts

Potential Effect

Development of the Project, in conjunction with other approved and pending projects within the vicinity of the Project site, could increase the potential impacts to education services, resulting in a potentially significant cumulative impact in the Project area.

Finding

As with the Project, each Related Project will be required to pay the appropriate education facilities fees that would fully potential mitigate impacts on schools. As such, cumulative impacts to public services would be less than significant.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential cumulative significant environmental impacts regarding education resources to less than significant levels.

Rationale for Finding

Related Projects (including the Project) would create an additional 10,360 students in the region. The addition of students as a result of the Project and Related Projects would exceed the capacity at existing schools and could result in a cumulative impact on the current school districts. However, as with the Project, each Related

Project would be required to pay the appropriate education facilities fees which would mitigate impacts on schools. Therefore, the Project, in combination with the Related Projects, would result in a less than significant cumulative impact related to education.

(13) Cumulative Sheriff Services Impacts

Potential Effect

Development of the Project, in conjunction with other approved and pending projects within the vicinity of the Project site, could increase the potential impacts to sheriff protection services, resulting in a potentially significant cumulative impact in the Project area.

Finding

As with the Project, each Related Project is required to ensure that adequate sheriff protection services can serve that project, and to comply with all required design, access, and security characteristics identified by LASD. As such, cumulative impacts to sheriff services would be less than significant.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential cumulative significant environmental impacts regarding sheriff protection resources to less than significant levels.

Rationale for Finding

The addition of residents and employees as a result of the Project and Related Projects could result in a cumulative impact on Sheriff protection services and facilities, as it is anticipated that demands for Sheriff services in the Project area would increase above current levels upon buildout of the Project and Related Projects. LASD uses a standard guideline of providing at least 1 sworn officer per 1,000 residents; when considering the existing officer to resident ratio is 1,337 residents per officer, the current ratio does not meet the Sheriff service level guidelines.

Using a generation factor of 3.54 residents per single-family dwelling unit and 2.88 residents per multi-family dwelling unit, the related residential projects (single-family detached housing and multi-family housing) would require an additional 56 officers to meet future demand. With the Project's projected population, a total of 58 officers would be needed to meet future demand. In addition, it is anticipated that LASD

would respond to non-residential service calls throughout the day, further increasing the demand on LASD services in the Project area.

Based on the Related Projects information, impacts to LASD services would be significant unless staffing levels and equipment increased proportionately. Increased revenues from property tax and special tax revenue from the Related Projects can be used to fund increases in staffing and equipment. In addition LASD has established a law enforcement fee to meet its facility and equipment needs in conjunction with other County funds available to it. Furthermore, all proposed projects are required to submit project site designs to LASD during the planning and building plan-check process. In conformance with normal County procedures, these plans would be reviewed by LASD with respect to lighting, landscaping, building access, and visibility, street circulation, building design and defensible space. Incorporation of such reviews would avoid any significant cumulative impacts to LASD facilities. Therefore, impacts to LASD staffing and equipment would be less than significant.

(14) Cumulative Fire Services Impacts

Potential Effect

Development of the Project, in conjunction with other approved and pending projects within the vicinity of the Project site, could increase the potential impacts to fire protection and emergency services, resulting in a potentially significant cumulative impact in the Project area.

Finding

As with the Project, each Related Project is required to ensure that adequate fire protection and emergency services can serve that project, and to comply with all required design, access, and security characteristics identified by LACFD. As such, cumulative impacts to public services would be less than significant.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential cumulative significant environmental impacts regarding fire services to less than significant levels.

Rationale for Finding

The addition of residents and employees as a result of the Project and Related Projects could result in a cumulative impact on Fire protection services and facilities, as

it is anticipated that demands for Fire services in the Project area would increase above current levels upon buildout of the Project and Related Projects. The LACFD relies on the national guideline response times established for urban and suburban areas; when considering the current response time for Fire Station 76, the station closest to the Project site, is 7 to 8 minutes, the Fire Station is meeting the Los Angeles County's service level guidelines. Using a generation factor of 3.54 residents per single-family dwelling unit and 2.88 residents per multi-family dwelling unit, the related residential projects (single-family detached housing and multi-family housing) would result in an increase of approximately 55,656 residents. In addition, it is anticipated that the LACFD would respond to non-residential service calls throughout the day, further increasing the demand on Fire services in the Project area.

As with the Project, Related Projects and future development would be required to comply with code regulations related to fire safety, access, and fire flow, as well as implement mitigation measures to mitigate any potentially significant impacts to fire services. This includes the payment of any required fees in accordance with the Developer Fee program. The Fire Department has established a fee to meet its facility and equipment needs in conjunction with other County funds available to it. Increased cumulative development demands would be met by increases in staffing and equipment, which would be funded by payment of fees under the Developer Fee program and increased taxes paid by new development; therefore, no unavoidable significant cumulative impacts related to fire services would occur as a result of the Project and cumulative development. Cumulative impacts to the County fire and emergency services would be less than significant.

(15) Cumulative Recreation Impacts

Potential Effect

Development of the Project, in conjunction with other approved and pending projects within the vicinity of the Project site, could increase the potential impacts to park and recreation facilities, resulting in a potentially significant cumulative impact in the Project area.

Finding

As with the Project, each Related Project is required to pay fees towards or dedicate parkland for public use. As such, cumulative impacts to public services would be less than significant.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential cumulative significant environmental impacts regarding park and recreation resources to less than significant levels.

Rationale for Finding

The projected population for the Project and Related Projects at buildout would be approximately 57,345 residents. Based on the residential population projections and the Quimby Act and County requirements for parkland acreage, there would be a need to dedicate approximately 182 acres of parkland (or to provide equivalent fees or improvements) to comply with the Quimby Act, 242 acres of parkland to comply with the County's local parkland standard, and 363 acres of parkland to comply with the County's regional parkland standard, for this level of development.

The Project includes 223.19 acres of open space, parks, and trails and meets the Quimby Act and County's local requirements. Further, future development projects would be subject to the Quimby Act and County requirements, which would mitigate the demand associated with each future project through dedication of parkland or payment of fees. As a result, no significant cumulative impacts on County parks and recreation facilities would occur with implementation of the Project.

(16) <u>Cumulative Transportation and Traffic Impacts</u>

Potential Effect

Construction and operation of the Project, in conjunction with the construction and operation of other approved and pending projects within the vicinity of the Project site, could potentially lead to additional traffic conflicts and interference with emergency access, resulting in potentially significant cumulative traffic impacts.

Finding

Because the Project's construction traffic impacts would not be significant, and because approved haul routes would be implemented for each Related Project, cumulative construction-period traffic impacts would be less than significant. Future traffic volumes for the Project and the Related Projects could result in a significant cumulative impact at the intersection of Commerce Center Drive and Henry Mayo Drive (SR-126); however, a full funded grade separation project at this intersection is nearing

completion, which will eliminate any potential impacts. Therefore, no significant cumulative traffic impacts will exist.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential cumulative significant environmental impacts regarding transportation and traffic to less than significant levels.

Rationale for Finding

Cumulative construction traffic impacts would occur if construction traffic from the Related Projects would impact the same roadways, intersections, or access points as the Project. Of the 61 identified Related Projects, two would be expected to use the Commerce Center Drive exchange for SR-126, while six projects could use Hasley Canyon to access I-5, although these projects could also access I-5 via Hillcrest Parkway as they are close to that interchange. The majority of construction workers on all Related Projects are anticipated to arrive and depart the individual construction sites during off-peak hours, consistent with the permitted construction hours of the local jurisdictions and typical construction work hours, thereby minimizing trips during the AM and PM peak traffic periods. While a portion of the construction workers may depart during PM peak traffic periods, workers are not all likely to leave the construction site at the same time. In addition, the haul truck routes for the Related Projects would be approved by LACDPW, Caltrans, and/or the City of Santa Clarita according to the location of each individual construction site. Each jurisdiction's review process would take into consideration the potential for overlapping construction projects and would attempt to balance haul routes to minimize the impacts of cumulative hauling on any particular roadway. Further, the Project's own haul trips would be minimal as there is no import or export of soil to the Project site. As such, the Project's construction related trips together with construction related trips of the Related Projects would not result in a significant cumulative impact.

During operation of the Project, future traffic volumes for cumulative projects, including the Valencia Commerce Center, have been modeled in the Project's Traffic Impact Study. As shown in the Draft EIR, cumulative development, including the Project, is projected to result in incremental, but not significant, impacts at all study intersections with the exception of the intersection of Commerce Center Drive and Henry Mayo Drive (SR-126), where the AM peak hour v/c ratio increases by +0.641 and in the PM +0.474. Based on County significance threshold criteria discussed above, this would be a significant cumulative impact.

The County's Bridge and Major Thoroughfare Construction Fee District Report (February 2011) states that Henry Mayo Drive (SR-126) would be widened from two to four through lanes in each direction in the vicinity of the Commerce Center Drive intersection. Additionally, a full-movement, grade separated interchange at this intersection is proposed under the County's report. According to Los Angeles County Department of Public Works, construction of the project began in summer 2013 and is scheduled to conclude in 2016. Additionally, according to the LACDPW, the grade separated interchange project is fully funded, and no additional "fair share" fees are required from the Project. With implementation of the grade-separation project, the intersection LOS calculations at the Commerce Center Drive/Henry Mayo Drive intersection would no longer apply as the grade separated interchange is assumed to operate in a "free flow" condition. As the County is constructing a fully-funded improvement at this intersection, which would replace the existing intersection with a new grade-separated interchange under the future condition, a cumulative traffic impact is no longer calculated and therefore, no mitigation is required. As summarized in Table 5.14-10 of the Draft EIR, the potential cumulative traffic impacts associated with the Project would be less than significant at the remaining study intersections. Therefore, there are no residual cumulative traffic impacts and no traffic mitigation measures are required. This improvement, which is fully funded, would mitigate the cumulative traffic impact at this intersection to a less than significant level.

<u>Mitigation Measure</u>

- **MM 5.14-1** As a condition to recording of the last phase of the final tract map, the Applicant shall provide a performance bond for 100 percent of the estimated costs of installation of a traffic signal at the intersection of Hasley Canyon Road and the Project site main entrance. Commencing upon issuance of the certificate of occupancy for the 450th unit and for up to four successive years thereafter, a peak hour warrant analysis shall be conducted annually per LACDPW standards to determine if a traffic signal is warranted. The Applicant shall be responsible for the costs associated with the warrant analysis and the installation of the traffic signal if determined to be necessary following the completion of the peak hour warrant analysis. The bond shall be released by the County upon the completion of the warrant studies with no traffic signal required or completion of construction of the traffic signal by the Applicant.

(17) Cumulative Water Supply Impacts

Potential Effect

Development of the Project, in conjunction with the Related Projects, would increase development intensity and water demand, resulting in a potentially significant cumulative impact to water supplies.

Finding

The water supply projections of the water district serving the Project site show sufficient surplus water available to meet existing demand and future growth, including the Project, under normal, single dry, and multiple dry year scenarios over the next 20 years. Therefore, potential cumulative impacts to water supplies would be less than significant.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential cumulative significant environmental impacts regarding water supply to less than significant levels.

Rationale for Finding

The California Urban Water Management Planning Act (Act) requires most water suppliers to develop and update an UWMP every five years to identify short-term and long-term water demand management measures to meet growing water demands during normal, dry, and multiple-dry years. The Act requires urban water suppliers to assess water supply reliability that compares total projected water use with the expected water supply over the next 20 years in 5-year increments.

The CLWA 2010 UWMP includes the analysis of retail demand by NCWD, SCWD, VWC and LACWWD 36, the four retail water purveyors within the CLWA. These four water districts provided projected water demands based on development projects that are under evaluation, in the planning process or the result of its own water planning efforts for its service area. The Santa Clarita Valley Area Plan (2012) and the Southern California Association of Governments (SCAG) projections indicate a 1.6 to 1.8 percent annual growth rate of population for the Santa Clarita Valley, which aligns with the project water demand in the 2010 UWMP.

The CLWA 2010 UWMP indicates available water supplies within CLWA's service area will allow water purveyors to meet all water demand projections, including

the demands from the water districts noted above and the Project, with an overall water surplus of at least 20,000 afy, from 2015 to 2040 under normal, single dry, and multiple dry year scenarios. In addition, Related Projects would be subject to the water code requirements and the Public Resources Code. Water supply analysis would be completed on a project-by-project basis. Sufficient water supply is the total water supply available during normal, single-dry, and multiple-dry years within a 20-year projection that will meet the projected demand of the project being proposed, in addition to existing and planned future uses.

Reliable access to imported water and groundwater supplies, as well as recycled water supplies, have allowed water producers within CLWA's service area to historically meet water demands, including during single and multiple dry years. Based on the reliability of water resources available to LACWWD 36, including LACWWD 36's access to Saugus Formation water supplies and imported water supplies and taking into account existing and planned future water uses (including relevant agricultural and manufacturing uses), the WSA conducted for the Project concluded that LACWWD 36 has sufficient, reliable, and sustainable water supplies to meet existing water demands and future growth, including the Project, during normal, single dry and multiple dry years, for twenty years. As there is sufficient supply to meet future demand including the Project, the cumulative impact would be less than significant.

(18) Cumulative Construction-Period Solid Waste Impacts

Potential Effect

Construction of the Project, in conjunction with the Related Projects, would increase the amount of construction solid waste needing to be disposed of in landfills, resulting in a potentially significant cumulative impact to solid waste disposal capacity.

Finding

As with the Project, each Related Project would implement required diversion rates with regard to its construction-period solid waste. Additionally, existing available landfill capacity is over 51 million cubic yards, which would be expected to be more than sufficient capacity for the construction solid waste generated by the Project and the Related Projects. As such, cumulative impacts to construction-period solid waste generation would be less than significant.

Changes or alterations have been required in, or incorporated into, the Project that

avoid or substantially lessen the Project's potential cumulative significant environmental impacts regarding construction-period solid waste issues to less than significant levels.

Rationale for Finding

The Project and Related Projects' construction activities would generate solid waste, cumulatively increasing the amount of solid waste generated and disposed of in surrounding landfills and waste facilities. As discussed in Section 5.15.2 of the Draft EIR, construction solid waste associated with the Project would total 36,072 tons, prior to any recycling activities taking place; compliance with the current 65 percent California Green Building Standards Code diversion rate would reduce the amount of projected construction waste to 16,232 tons. While the Related Projects would also create construction solid waste over the course of their buildout periods, it is anticipated that the Related Projects would implement similar diversion measures, decreasing the amount of construction solid waste disposed of in landfills. In addition, all construction waste would be a one-time disposal and finite, and estimating a specific cumulative solid waste tonnage for the Related Projects would be speculative as details for the Related Projects (e.g., grading quantities, demolition, etc.) are not known. Surrounding unclassified landfills have capacity of 51,512,201 cubic yards and would be expected to have sufficient capacity to accommodate cumulative demand from the Project and the Related Projects. As such, construction-related solid waste cumulative impacts would be less than significant.

(19) Cumulative Wastewater Impacts

Potential Effect

Development of the Project, in conjunction with the Related Projects, would increase the amount of wastewater requiring collection and treatment, resulting in a potentially significant cumulative impact to wastewater conveyance and treatment capacity.

Finding

As with the Project, each Related Project is required to ensure that adequate capacity in the local and trunk sewer lines and receiving wastewater treatment plant exists to accommodate the wastewater generated by that use. Additionally, each project is required to pay a connection fee used to fund expenses needed to accommodate growth. As such, cumulative impacts to wastewater collection,

conveyance, treatment, and disposal would be less than significant.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential cumulative significant environmental impacts regarding wastewater issues to less than significant levels.

Rationale for Finding

Construction-related wastewater disposal impacts would be less than significant, as portable, on-site sanitation facilities would be utilized during construction activities. Therefore, the Project would not contribute to a cumulative wastewater impact.

As analyzed in the Draft EIR, the Related Projects would produce a total of approximately 10.36 mgd (approximately 10.53 mgd including the Project). The Project is anticipated to be operational by 2023. As described above, the average wastewater flow in 2035 in the Santa Clarita Valley is projected to be 27.8 mgd. The 2035 average flow is based on population projections from the Southern California Association of Governments (SCAG) 2012 Regional Transportation Plan. The Project and Related Project growth is accounted for in the 2012 SCAG population projections. Therefore, the projected wastewater flows would remain within the currently existing treatment capacity. Consequently there would be adequate wastewater capacity to treat Project and Related Project flows. Additionally, there are plans to expand the Valencia WRP to accommodate future wastewater treatment demands. The expansion would increase wastewater treatment capacity to 34.2 mgd and is anticipated to meet the SCVJSS area demands through 2053.

As with the Project, all future Related Projects would be required to pay fees to connect to the sewage system. The fees pay for necessary upgrades to the existing sewage collection and conveyance system to accommodate sewage created by the development of future projects. Therefore, cumulative impacts from wastewater generation on wastewater treatment and sewer system capacity would be less than significant.

(20) <u>Cumulative Electricity and Natural Gas Impacts</u>

Potential Effect

Development of the Project, in conjunction with other approved and pending projects within the vicinity of the Project site, could increase demand for electricity and

natural gas that may exceed existing capacity, or could contribute to the need for an expansion of existing infrastructure, resulting in a potentially significant cumulative impact.

Finding

The existing capacity of electricity and natural gas providers for the Project site is sufficient to meet the demand of the Project and the Related Projects, and no anticipated expansion of existing power plants or significant natural gas infrastructure is anticipated. As such, cumulative impacts to public services would be less than significant.

Changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the Project's potential cumulative significant environmental impacts regarding electricity and natural gas resources to less than significant levels.

Rationale for Finding

New development, including the Project and the Related Projects, would be subject to Title 24, part 6 of the California Administrative Code, the Energy Efficiency Standards for Residential and Nonresidential Buildings, which requires use energy efficient appliances, weatherization techniques and efficient cooling and heating systems to reduce energy demand stemming from new development. Greater energy efficiency in building and site design of projects would be met through County policies which require use of shade trees, promote the use of solar panels, encourage development of energy-efficient buildings, and support the establishment of energy-efficient industries. Related Projects would be expected to implement similar measures to reduce energy use.

As analyzed in the Draft EIR, the Related Projects would consume approximately 448 Gwh of electricity per year and 348 MMcf of natural gas per day. The projected electricity delivery from SCE to customers in 2024 would be 120,745 GWh. The projected annual demand for electricity from the Project and Related Projects would be 451 GWh at buildout, which would be within the projected future delivery to consumers within the SCE service area. Therefore, the impact from the Project and Related Projects on electricity capacity would be less than significant.

Project demand for electricity by itself would not require the construction of new

power generation facilities, and the Project impact related to off-site generation facilities would be less than significant. The Project demand would, however, combine with the demand for electricity associated with other Related Projects in the region could contribute to the need for an expansion of an existing power plant or the construction of a new power plant. The electrical loads that would be required by the Project and the Related Projects are within the parameters of projected load growth in the County, and SCE is planning to meet the demand in this area. New power generation facilities located in California would be subject to environmental review and would be required to avoid or minimize their environmental impacts pursuant to CEQA. In addition, developers of future projects would be required by Rule 15 to provide infrastructure required to provide electrical service to project sites.

The projected natural gas demand within the SCGC service area in 2025 would be 2,599 MMcf/d. The projected demand for natural gas for all Related Projects and the Project would be 348.1 MMcf at buildout, which would be within the projected demand for natural gas within the SCGC service area. Additionally, SCGC has projected that in 2020 there would be additional capacity available to meet natural gas demands, for a total capacity of 3,875 MMcf., providing ample capacity to serve future Project and Related Project demand. Therefore, the impact from the Project and Related Projects on natural gas capacity would be less than significant.

The natural gas supply that would be required by the Project and Related Projects also is within the parameters of projected load growth in the County, and SCGC is planning to meet the demand in this area. Furthermore, demand for natural gas within the SCGC service area is anticipated to decrease or increase only marginally over time, reducing the need for construction of new regional facilities. Accordingly, the cumulative impact to electricity and natural gas facilities would be less than significant.

SECTION 3

SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL EFFECTS WHICH CANNOT BE MITIGATED TO A LESS THAN SIGNIFICANT LEVEL

The Commission hereby finds that, although mitigation measures, design features included as part of the Project, and conditions of approval imposed on the Project will reduce the following effects, these effects cannot be feasibly or effectively mitigated to less than significant levels. Consequently, in accordance with Section 15093 of the State CEQA Guidelines, a Statement of Overriding Considerations has been prepared (see Section 8).

1. Construction-Period Air Quality Impacts

Potential Effects

The Project could have potential impacts on regional and local air quality from construction and long-term operation of the Project. Exposure of sensitive receptors could result from substantial pollutant concentrations. Construction and operation of the Project could conflict with applicable air quality plans, policies, or regulations.

Finding

The Project's construction activities would result in an exceedance of SCAQMD thresholds for NOx during the first three years of construction, as well as an exceedance of SCAQMD's localized significance thresholds for PM10, and PM2.5, and NO2, resulting in significant and unavoidable construction period air quality impacts. No feasible mitigation measures exist to reduce these air quality impacts to a level of less than significant.

The above findings are made in conjunction with a Statement of Overriding Considerations, which is simultaneously being adopted for the Project (see Section 8).

Rationale for Finding

The Project site is approximately 430.4 acres, of which approximately 300 acres will be graded. Grading operations would involve 7.6 million cy of material (approximately 3.8 million cy of cut and fill each), with the material balanced on-site and not requiring import or export of material. The open space areas such as the secondary parks and public park are included as part of the acreage graded. The 497 single-family

detached dwelling units and recreation center would be constructed as part of the Project.

The Project is anticipated to have a five to seven year build out, beginning in late 2016 with completion in 2021. Construction would include grading, trenching, paving, building construction, and architectural coating sub-phases. Mass grading followed by trenching would occur first, which is anticipated to take place during the first two years. The remainder of the Project, comprised primarily of housing and roadway construction, would take place as houses are constructed and sold over the next three to five years. Building construction was assumed to occur over a three year time frame to represent a "worst case" scenario.

If the downstream planned channel improvements are not completed, two retention basins would be constructed as part of the Interim Controls. Once the planned channel improvements are completed, the retention basins will be removed and the Project will be completed. For modeling regional emissions, the grading phase for the removal of the Retention Basins is assumed to occur immediately after the completion of Project grading with trenching and construction of the 484 homes. That is, the modeling assumes that the 484 homes on the Project site are completed, and that immediately following this, the retention areas would be re-graded and construction of the final 13 homes would take place. This is a conservative analysis in that it accounts for the maximum construction-related air quality emissions that are reasonably expected to occur. If Interim Controls are required and later removed, that work is anticipated to occur in a one month period.

Construction emissions include all emissions associated with the construction equipment, grading and demolition activities, worker trips, and on-road diesel trucks. All of the construction equipment is assumed to operate between 6 and 8 hours every day of the workweek (Monday through Friday) during construction activities. These operating estimates are conservative (i.e., an overestimate) since they are based on the assumption that all equipment will be operating continuously during all phases. In reality, construction equipment often operates for only a fraction of each workday, and is occasionally idle for entire workdays depending on need.

Project emissions would exceed the applicable SCAQMD thresholds for NOx during the first three years of construction. Therefore, the regional air quality impact from emissions generated by Project construction would be potentially significant. Project Design Features as well as Mitigation Measures MM 5.2-1 and MM 5.2.2 would

be implemented to reduce combustion-based emissions of NOx through the use of Tier 3 and Tier 4 engines, proper maintenance of vehicles and equipment, limiting construction during smog alert days, as well as other measures. The use of Tier 3 engines for all construction vehicles and equipment would reduce the NOx emissions by approximately half but not to below SCAQMD thresholds; therefore, the impact would not be sufficiently reduced to bring emissions under the thresholds developed by the SCAQMD. The regional air quality impacts from construction emissions associated with the Project after mitigation would be significant and unavoidable. In addition, applying the SCAQMD criteria, the Project would result in a cumulatively considerable contribution to regional air pollutant emissions for NOx during project construction.

Localized construction emissions generated by the Project were also analyzed for the impact on the nearest residential receptors using the methods described in the SCAQMD Final LST Methodology. The emission rates calculated using CalEEMod were used as input for the AERMOD model; furthermore, as the greatest emission rates for all pollutants occurred during grading operations in the first year of construction, these rates were chosen for use in AERMOD. Impacts during other phases of construction would be lower and considerably lower in the years 4 through 6. NOx and CO emissions would be from the construction fleet equipment, while PM10 and PM2.5 emissions combine both fleet combustion emissions and fugitive dust.

The nearest sensitive receptors are the single-family residences located at the closest point approximately 75 feet to the east of the Project site. There are residences, approximately 615 feet, and two schools, approximately 1,000 feet and 1,315 feet, to the north of the Project site. However, the closest receptors would experience the greatest potential impact from construction emissions. Operational emissions were not analyzed for this Project because there are no stationary sources that would emit emissions and mobile source emissions are not considered to have a localized impact.

Localized emissions would exceed the applicable SCAQMD LST thresholds for PM10, PM2.5, and NO2 during construction. The impact to localized air quality from Project construction would be potentially significant. The Project Design Features, as well as Mitigation Measures MM 5.2-1 and MM 5.2-2, would be implemented to reduce combustion-based emissions of PM10, PM2.5, and NO2 by Tier 3 and Tier 4 engines, proper maintenance of vehicles and equipment, limiting construction during smog alert days, as well as other measures. However, with implementation of these measures, the impact would not be reduced to below significance thresholds. Therefore, the localized

air quality impacts during Project construction would be significant and unavoidable.

As discussed above, the emissions estimates provided in the Draft EIR are conservative in that they assume that all construction equipment is running at full capacity for the entire workday during construction, which is not generally the case. Therefore, the results represent the worst-case emissions estimates for nearby residents to the east. Since air pollutants generally disperse over distance, other receptors, such as the residences and schools to the north, that are further away or in areas that are upwind of construction activities would have less exposure, although that exposure would also be significant and unavoidable.

Thus, no additional feasible mitigation measures are available to further reduce emissions.

Project Design Features

Construction.

During construction, the Project shall comply with SCAQMD Rule 403 regarding fugitive dust control. The following measures shall be implemented to control fugitive dust.

- Watering active construction areas twice daily unless visibly moist to control dust caused by construction and hauling, and at all times provide reasonable control of dust caused by wind.
- Covering stockpiled soil with secured tarps or plastic sheeting or spraying with a soil stabilizer when not in active use.
- Securing loads by trimming, watering, or other appropriate means to prevent spillage and dust.
- Maintaining soil stabilization of inactive construction areas with exposed soil via water, non-toxic soil stabilizers, or replaced vegetation.
- Suspending earthmoving operations or applying additional watering to meet Rule 403 criteria if wind gusts exceed 25 miles per hour;
- Covering all haul trucks or maintaining at least 6 inches of freeboard;
- Minimizing track-out emissions using the methods provided for in Rule 403; and

- Limiting vehicle speeds to 15 miles per hour or less in staging areas and on haul roads.

In addition, the Applicant shall evaluate the potential for reducing exhaust emissions from on-road and off-road construction equipment. Control technologies to be considered and implemented may include:

- Particulate traps and filters, selective catalytic reduction, oxidation catalysts, air enhancement technologies, and the use of alternatively (non diesel) fueled engines. Considerations will include commercial availability of appropriate California Air Resources Board verified technologies.

As a large project, the Project is also subject to Rule 403 (a)

Additional Requirements for Large Operations:

(1) Any person who conducts or authorizes the conducting of a large operation subject to this Rule shall implemented the applicable actions specified in Table 2 of this Rule at all times and shall implement the applicable actions specified in Table 3 of this Rule when the applicable performance standards cannot be met through the use of Table 2 actions; and shall

(A) Submit a fully executed Large Operation Notification (Form 403 N) to the Executive Officer within 7 days of qualifying for a large operation;

(B) Include, as part of the notification, the names(s), address(es), and phone numbers(s) of the person(s) responsible for the submittal, and a description of the operation(s), including a map depicting the location of the site;

(C) Maintain daily records to document the specific dust control actions taken, maintain such records for a period of not less than three years; and make such records available to the Executive Officer upon request;

(D) Install and maintain project signage with project contact signage that meets the minimum standards of the Rule 403 Implementation Handbook, prior to initiation any earthmoving activities;

(E) Identify a dust control supervisor that

(i) Is employed by or contracted with the property owner or developer;

(ii) Is on the site or available on-site within 30 minutes during working hours;

(iii) Has the authority to expeditiously employ sufficient dust mitigation measures to ensure compliance with all Rule requirements;

(iv) Has completed the AQMD Fugitive Dust Control Class and has been issued a valid Certificate of Completion for the class; and

(F) Notify the Executive Officer in writing within 30 days after the site no longer qualifies as a large operation as defined by paragraph (c)(18).

(2) Any Large Operation Notification submitted to the Executive Officer or AQMD approved dust control plan shall be valid for a period of one year from the date of written acceptance by the Executive Officer. Any Large Operation Notification accepted pursuant to paragraph (e)(1), excluding those submitted by aggregate-related plants and cement manufacturing facilities must be resubmitted annually by the person who conducts or authorizes the conduction of large operations, at least 30 days prior to the expiration date. If all fugitive dust sources and corresponding control measures or special circumstances remain identical to those identified in the previously accepted submittal or in an AQMD- approved dust control plan, the resubmittal may be a simple statement of no-change (Form 403NC).

Additional Project Design Features incorporated into the Project, as requested by SCAQMD, include:

- Require the use of 2010 and newer diesel haul truck (e.g., material delivery trucks and import/export) and if the Lead Agency determined 2010 model year or newer diesel trucks cannot be obtained the Lead Agency shall use trucks that meet EPA 2007 model year NOx emissions requirements.

- A copy of each unit’s certified tier specifications Best Available Control Technology (BACT) documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

- On-site equipment should be alternatively fueled.

- Require the use of electricity from power poles rather than temporary diesel or gasoline power generators.

- Provide minimum buffer zone of 300 meters (approximately 1,000 feet) between truck traffic and sensitive receptors.

- Provide food options, fueling, truck repair and or convenience stores on-site to minimize the need for trucks to traverse through residential neighborhoods.

- Encourage construction contractors to apply for SCAQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for SCAQMD "SOON" funds. The "SOON" program provides funds to accelerate cleanup of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at the following website: http://www.aqmd.gov/tao/Implementation/SOONProgram.htm

Mitigation Measures

- MM 5.2-1 The Applicant shall require by contract specifications that the following practices be implemented by the construction contractor to reduce construction emissions:
    - All outdoor construction activities shall be suspended during first-stage smog alerts.
    - All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications and recommendations. Verification documentation shall be provided to the County of Los Angeles Department of Regional Planning upon request within five business days.
    - During construction, trucks and vehicles in loading and unloading queues shall have their engines turned off after 5 minutes when not in use, to avoid vehicle emissions.
- MM 5.2-2 The construction contractor shall use a mix of equipment that includes Tier 3 or Tier 4 equipment for off-road construction equipment, as defined by the United States Environmental Protection Agency, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. Verification documentation shall be provided to the County of Los Angeles Department of Regional Planning upon request within five business days.

2. Construction Noise Impacts

Potential Effects

On-site and off-site construction noise impacts associated with construction equipment and construction traffic could increase ambient noise at nearby sensitive receptors, creating a significant impact. Ground-borne vibration during construction could significantly impact surrounding structures.

Finding

Even with adopted Project Design Features and Mitigation Measures, construction activities related to the paving of Hayward Drive would exceed the County's noise threshold for activities that last longer than ten days, and would create a significant and unavoidable impact.

The above findings are made in conjunction with a Statement of Overriding Considerations, which is simultaneously being adopted for the Project (see Section 8).

Rationale for Finding

If the downstream planned channel improvements are not completed, two retention basins would be constructed as part of the Interim Controls. Once the planned channel improvements are completed, the retention basins will be removed and the Project will be completed. For purposes of the analysis of noise impacts, this analysis assumes construction full buildout of the Project as this would result in the most equipment on the Project site and therefore has the greatest potential for noise generation.

Construction activities would generate noise primarily from off-road equipment, with internal combustion engines, mechanical functions, and contact with ground surfaces that generate noise. Noise levels can range from approximately 68 dB(A) to noise levels in excess of 99 dB(A) when measured at 50 feet. However, as explained in detail in the Draft EIR, these noise levels diminish rapidly with distance at a rate of approximately 6.0 to 7.5 dB(A) per doubling of distance. Mass and rough grading of the entire Project site would involve use of excavators, dozers, scrapers, tractors, loaders, and backhoes, which could produce noise levels ranging from 73 to 95 dB(A) at a distance of 50 feet from individual pieces of equipment. Trenching and installation of backbone infrastructure such as sewers, storm drains, slope engineering, utilities and primary roads and sidewalks would require the use of generator sets, tractors, loaders, backhoes, and welders, which could produce reference noise levels from loaders with a

range of 73 to 85 dB(A) of noise at 50 feet of distance. Construction of residences and other structures would utilize cranes, forklifts, generator sets, tractors, loaders, backhoes, and welders, which could produce reference noise levels from loaders of up to 85 dB(A) of noise at 50 feet of distance. Small equipment, such as jackhammers, pneumatic tools, saws, and hammers would also be used in this stage.

Paving of streets and other infrastructure work would be completed after mass grading activities and installation of the backbone infrastructure, and would be expected to include operation of heavy-duty trucks, scrapers, backhoes, pneumatic hammers, and front-end loaders, which could produce reference noise levels from pavers of up to 85 dB(A) of noise at 50 feet of distance. Application of architectural coatings would finalize the construction process and involve the use of air compressors that produce reference noise levels of up to 81 dB(A) of noise at 50 feet of distance.

The Los Angeles County Code of Ordinances prohibits construction noise in excess of 65 dB(A) in the single-family residential noise zone during daytime hours (i.e., daily except Sundays and legal holidays from 7:00 AM to 8:00 PM) when Project construction would last ten or more days. As such, any phase of Project construction (grading, backbone infrastructure, home construction) has the ability to result in a significant impact.

Initial construction work would include site preparation, mass grading, trenching, and installation of backbone infrastructure, and paving of Hayward Avenue, which would begin at the existing cul-de-sac located within 40 feet of homes on Hayward Drive. These activities would be significant because they would not be shielded by the ridgelines, as they would occur to the east of the ridgelines. While these noise impacts would be temporary, and construction activity would be restricted to between 7:00 AM and 8:00 PM (pursuant to Mitigation Measure MM 5.11-1), construction activities for Hayward Drive would elevate ambient noise levels to approximately 81.5 dB(A) at nearby receptors during the grading and paving phases. These ambient noise levels would exceed the County construction noise standard of 65 dB(A) for construction longer than 10 days at the single-family residences nearby, and would therefore result in a significant noise impact at these residential receptors. No feasible mitigation is available for this impact, and it would remain significant and unavoidable.

Construction noise impacts from buildout of Phases 1 through 4 would be less than significant, or could be mitigated to a level of less than significant. In addition, noise impacts from heavy-duty on-road trucks transporting construction equipment to

and from the Project site, vendor delivery vehicles, construction worker commute trips to and from the Project site have been analyzed to be less than significant at any sensitive receptor. Furthermore, short-term temporary significant but mitigable noise impacts on residential receptors are expected from the construction of the off-site water and sewer line improvements. The remaining off-site infrastructure improvements (restriping, gas line connections etc.) that would occur along Hasley Canyon Road or at the Project frontage, would be at a minimum of 100 feet from the nearest roadways and therefore would not affect residential receptors.

Project Design Feature

- Construction of the Project will require the use of various types of equipment that will generate noise and vibration; however, the Project will not utilize pile drivers or rock splitters, which generally cause the most significant construction noise and vibration.
- The Project also includes limited agricultural development that is expected to consist of tree crops (e.g., citrus fruit) and vineyards. These types of agriculture are typically harvested by hand and do not require the operation of heavy agricultural equipment for maintenance. Some light-duty trucks may be used on the Project site to assist in the planting, care, harvesting, and transport of goods from the Project site.

Mitigation Measure

- **MM 5.11-1**: During construction, the Project Applicant shall implement the following construction best management practices (BMPs) to reduce construction noise and vibration levels:
- Where construction would occur within 200 feet of existing residential development:
    - Construction shall be restricted to between the hours of 8:00 AM and 4:00 PM in order to minimize disturbance of nearby residences.
    - The construction schedule, including the various types of activities that would be occurring throughout the duration of the construction period, anticipated truck routes, and the potential for noise impacts along local roadways from construction-related vehicles shall be prominently posted on the exterior of the Project site during construction stages. When construction is anticipated to occur within 200 feet of residences, notice of

the construction schedule shall be mailed to such residences two weeks prior to commencement of construction activity.

- Ensure that all internal combustion engine construction equipment is properly muffled or equipped with other noise attenuating devices according to industry standards and maintained in good working condition according to manufacturer's recommendation.
- Use specially quieted equipment, such as quieted and enclosed air compressors.
- Place noise- and vibration- generating construction equipment and locate construction staging areas 500 feet from sensitive uses (particularly away from the residential uses located north and east of the Project site).
- Use electric air compressors and similar power tools rather than diesel equipment.
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes.
- In areas where natural barriers such as ridgelines are not located between construction activities and existing residences, the construction contractor shall erect temporary construction noise barriers to reduce noise levels by at least 10 dB(A) at 50 feet of distance. The barriers shall be of sufficient height to interrupt the line-of-sight between equipment being used and neighboring residences and/or be rated at a sound transmission class (STC) that is capable of producing the desired reduction in ambient noise levels. Noise barriers can achieve approximately 1.5 dB of additional noise level reduction for each meter of barrier height above the height that breaks the line of sight. These barriers shall be utilized during grading, site clearing, construction of internal roadways, and paving activities when work will take place within 800 feet from residences.
- Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party. Contract specifications shall be included in the Project's construction documents Contractor must keep log of all complaints and resolution which must be provided to DRP within

5 days of request.

- Construction equipment and materials shall be delivered to the Project site at the Hasley Canyon Road entrance.

3. Solid Waste Impacts

Potential Effects

Operation of the Project could result in increased demand for solid waste services and facilities that exceeds current capacity, thereby creating a significant impact.

Finding

While the County of Los Angeles anticipates sufficient landfill capacity through the year 2027, land suitable for landfill development or expansion is quantitatively finite and limited due to various environmental and regulatory constraints, and the County has not definitively identified an adequate supply of landfill space beyond 2027. Therefore, until additional landfill space or other disposal alternatives (within and outside of the County) that can adequately serve the Project (and Related Projects) are identified, Project-specific and cumulative solid waste impacts during operation are considered significant and unavoidable.

The above findings are made in conjunction with a Statement of Overriding Considerations, which is simultaneously being adopted for the Project (see Section 8).

Rationale for Finding

Potential solid waste impacts are analyzed in Section 5.15.2 of the Draft EIR. If the planned channel improvements are not completed, two retention basins would be constructed as Interim Controls. Once the planned channel improvements are completed, the retention basins will be removed and the Project will be completed. For purposes of the Draft EIR's analysis of impacts related to solid waste, full buildout of the Project was analyzed as the most impactful scenario, as the construction of the full number of homes generates more construction debris than the movement of soil associated with the Interim Controls, and the operation of the full number of proposed homes will result in the largest generation of solid waste.

At buildout, the Project would generate approximately 7,583 pounds of solid

waste per day, or 1,384 tons per year, which represents 0.0004 percent of the remaining capacity (1,384 tons) at the surrounding Class III landfills. The Project would be required to provide adequate areas for collecting and loading recyclable materials in accordance with the County's waste management ordinance as required by the California Integrated Waste Management Act. This ordinance established policies and programs implemented by the County for the County's unincorporated areas to achieve the state's mandates of 25, 50, 60, and 75 percent waste disposal reductions for the years 1995, 2000, 2015, and 2020, respectively. Compliance with this ordinance would reduce the volume of solid waste entering landfills. This recycling, implemented in concert with the County-wide efforts and programs (including the Integrated Waste Management Plan, regular inspections of solid waste facilities to ensure compliance with applicable regulations), would reduce the volume of solid waste sent to landfills for disposal. Thus, although the Project would generate approximately 1,384 tons of solid waste per year, it will develop a recycling plan approved by the LACDPW. It is therefore reasonable to assume that the Project will meet the County's current and future recycling goals and, in actuality, generate approximately 346 tons per year and meet the County's waste management ordinance to divert at least 75 percent of potential waste disposal by 2020.

Although it is likely that solid waste from the Santa Clarita Valley area would go to the Chiquita Canyon Landfill (located approximately 3.8 miles north of the Project site), and/or to the Sunshine Canyon Landfill located in Sylmar, other more distant landfills may also receive solid wastes from the area. For instance, the Antelope Valley Landfill in Palmdale, Lancaster Landfill in Lancaster, and the Simi Valley Landfill in Simi Valley could all potentially accept waste from the area.

Residential uses associated with the Project would not result in accumulation of hazardous waste. The types of potentially hazardous materials associated with operation of the Project would include E waste, cleaning solvents, materials used for landscaping, and materials used for maintenance. Examples of such materials include but are not limited to paint, chemicals for weed and pest control, and glass cleaners. AB 1343, requiring paint reuse management, and various County sponsored programs to collect E-waste and Household Hazardous Waste (HHW) would assist residents in properly disposing of standard residential hazardous waste.

The County identifies landfill capacity in 15-year planning periods, the most recent of which ends in 2027. Recent landfill expansion approvals and proposals for

expansion at several County landfills indicate that solid waste disposal facilities and other waste management options will be available beyond this date as new facilities and technologies are created to meet demand. However, because Los Angeles County has not definitively identified an adequate supply of landfill space beyond 2027, for purposes of the Draft EIR, the Project's solid waste generation, is conservatively assumed to result in both a Project-specific and cumulative significant and unavoidable impact

SECTION 4
GROWTH INDUCING IMPACTS OF THE PROJECT

Potential Effect

Development of the Project has the potential to induce growth by fostering economic or population growth either directly or indirectly.

Finding

The Project does not meet a growth-inducing criterion specified under CEQA, and, therefore, the Project is not considered to be growth inducing.

Rationale for Finding

Growth inducing impacts are discussed at pages 7.0-1 through 7.0-5 of the Draft EIR. The following facts support the above finding:

The Project site is designated in the Santa Clarita Valley Area Plan (2012) and the County Zoning and Planning Code for single-family residential units and is accounted for in official regional and local population projections under the Santa Clarita Valley Area Plan (2012). Sections 5.12, Public Services, and 5.15, Utilities and Service Systems, of the Draft EIR addresses potential impacts on community service facilities (i.e., sheriff, fire, schools, and libraries) and utilities (i.e., water supply, solid waste, wastewater and electricity and natural gas supplies) resulting from expected population growth of the Project.

Growth may indirectly occur following the removal of physical impediments or restrictions to growth, or the removal of regulatory impediments resulting from land use plans and policies. In this context, physical impediments may include nonexistent or inadequate access to an area or the lack of essential public services (e.g., water or sewer service), while planning impediments may include restrictive zoning and/or general plan designations.

The Project site is within an area of the unincorporated County that is planned for future residential development. The Project site has been entitled for residential development for more than 10 years and has been the subject of substantial grading and infrastructure construction in that time. The Project site is surrounded on three sides by existing development, including existing residential and commercial uses, and is adjacent to developing portions of the Newhall Ranch and the City of Santa Clarita to

the south and east. The Santa Clarita Valley Area Plan (2012) currently designates the Project site as H2-Residential 2, an urban land use designation providing for residential neighborhoods at densities that require urban services. Urban services, including water, sewer, police protection, and fire protection would require only minor and/or planned extensions, and it is unlikely that the extension of these services to the Project site would create additional incentive for further development in the vicinity of the Project site. As such, the Project would not be considered growth inducing from a land use or entitlement standpoint.

The Project site is proximate to existing major roadways; therefore, access is not restricted and public utilities and services (i.e., electricity, sewer, water, natural gas, police and fire protection) would be available and, except as set forth below with respect to the water pipeline, would require no major expansions or extensions. The Project is consistent with existing land use and zoning restrictions, which provide an urban land use designation allowing residential neighborhoods at densities that require urban services.

Electricity transmission infrastructure would come from the nearest electrical lines along Hasley Canyon Road, which also traverse a portion of the Project site. Additionally, service lines exist along Barcelona Road to the north and Hayward Drive to the east, both of which would likely be extended into the Project site. The system would be designed to accommodate uses included within the Project, and would not extend beyond the requirements or boundary of the Project site. Gas service to the Project would be extended to the Project site from one or all of the existing gas service lines in surrounding roadways, any of which would require connection at the Project entrance on Hasley Canyon Road.

Similarly, development of the Project would require the on-site construction of a wastewater collection and conveyance system. This system would consist of a network of sewer laterals, collection lines, and sewer trunk mains that would convey wastewater to the existing conveyance network. These infrastructure improvements would serve the Project only and would not be growth inducing. However, if DPW determines, based on analysis of the following factors: sewer capacity, the sewer area study prepared for the Project, flow tests, maintenance records, and/or potential future development in the sewer-shed, that the addition of Project flows would necessitate the replacement any downstream reach or reaches (refer to Section 5.15.3 Wastewater of the Draft EIR), the Applicant shall replace the affected reach with a sufficiently sized

pipe to accommodate Project flows. The construction of the resized pipeline is not anticipated to increase the total amount of wastewater conveyance infrastructure beyond that required meet the needs of the Project. Therefore, the construction of the resized pipeline would not be growth inducing.

LACWWD 36 would provide retail water service to the Project. As of 2013, LACWWD 36 serves approximately 4,700 people through approximately 1,300 metered connections. LACWWD 36 has indicated that the Applicant would be required to upgrade the existing pipeline to a 16-inch diameter pipeline along Hasley Canyon Road and provide a new water pump to supplement the LACWWD 36's capacity to deliver imported water supplies to the Project site and other portions of LACWWD 36's service area. The 16-inch pipeline is oversized for the Project and will allow LACWWD 36 to serve both the Project and other portions of LACWWD 36's service area. In addition, the pipeline upgrade would allow LACWWD 36 to physically receive an additional amount of at least 800 acre-feet per year (afy) of imported water supplies from the CLWA (during normal, single dry, and multiple dry years), in lieu of groundwater pumping. As a result, with the pipeline upgrade, the Project would increase LACWWD 36's capacity to obtain its water deliveries from other existing CLWA supplies and to deliver that water to the Project site and to its other customers. The construction of the new pipeline is not anticipated to increase the total amount of water available within the CLWA service area. Instead, the increase in water supply would allow LACWWD 36 the ability to meet its projected water needs (as described in the 2010 Urban Water Management Plan prepared by CLWA with the input of LACWWD 36) from stored water and State Water Project (SWP) water, which could assist in reducing LACWWD 36's reliance on groundwater. Therefore, the construction of the pipeline would not be growth inducing. Draft EIR Appendix 5.15.1, Water Supply Assessment, contains further details regarding the projected demand of the Project in relation to other water demands in the CLWA service area.

An established transportation network currently exists in the area that affords access to the Project site. Regional north-south access is provided via the Golden State Freeway (Interstate 5), which is east of the Project site. Immediate access to the Project site is provided via Hasley Canyon Road. Planned roadway improvements associated with the Project include the extensions of Barcelona Road and Hayward Drive. The proposed roadway network is designed as an orderly extension of the local circulation pattern in the Project vicinity, and would ultimately connect the Project to Hasley Canyon Road and to neighboring development. A previously granted access

easement provides connectivity across the Project site from Hasley Canyon Road to the adjacent property west of the Project site, thereby providing that site with access to the regional roadway system. Given the existence of established local energy transmission lines, and sewer mains, and the transportation network in this area, no growth-inducing impacts are expected with regard to the modest expansion of this infrastructure to support the Project.

Project amenities include a community recreation center and secondary park sites, a clubhouse, a vineyard, orchard and undeveloped open space, a 7.45 acre park (comprised of a 5.28 acre park to be dedicated to the County and an adjoining 2.17 acres to be owned and maintained by the homeowner's association, but made publicly accessible for park purposes through grant of easement to the County), approximately 4.5 miles of pedestrian trails, a multi-use trail, and accompanying infrastructure and public and private roadways. In the short term, buildout of the Project would provide temporary construction employment opportunities. It is anticipated that construction workers would commute from the local area, elsewhere in the region, or may relocate to the area for a temporary assignment.

In the long term, given the relation of the Project to the existing development pattern in the surrounding area, the relative size of the Project and approximately 1,760 new residents, it is expected that new residents of the Project seeking retail commercial uses/services in the vicinity would utilize existing businesses in the western Santa Clarita Valley. There is a high vacancy rate in retail developments in the vicinity of the Project site. The western Santa Clarita Valley includes numerous commercial and retail opportunities to serve residents of the Project. In addition, new commercial and retail opportunities are being developed throughout the Santa Clarita Valley consistent with the Santa Clarita Valley Area Plan (2012). The Project, in combination with other residential projects in the area, would also result in additional demand for retail and commercial services. However, these developments would also be consistent with the population projections included in the Santa Clarita Valley Area Plan (2012) and therefore would accommodate planned growth and would not induce substantial growth. As such, the Project is not anticipated to induce economic growth in connection with the provision of commercial retail services to future residents of the Project.

SECTION 5
OTHER ENVIRONMENTAL CONSIDERATIONS

Significant Irreversible Environmental Changes Which Would Be Involved In The Project Should It Be Implemented

State CEQA Guidelines Section 15126.2(c) indicates that:

> *Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter likely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the Project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.*

The Project would allow for the development of 497 single-family detached dwelling units on a 430.4-acre site. Proposed amenities include a community recreation center, secondary park sites, a clubhouse, a vineyard, citrus orchard, a 7.45-acre public park, approximately 4.5 miles of pedestrian trails, a multi-use trail, and accompanying infrastructure and public and private roadways. The substantial investment required to construct the infrastructure and develop the Project site as proposed would represent a long-term commitment of land to a planned residential community. The commitment of currently vacant, but highly disturbed land to proposed uses is, essentially, an irreversible environmental change that would commit future generations to these uses.

In addition, the Project would contribute to the incremental depletion of resources, including renewable, as well as slowly-renewable or non-renewable resources. Certain resources, such as lumber and other forest products, as well as water, are generally considered slowly-renewable resources. While these resources would be replenished over the lifetime of the Project, the regeneration period is lengthy. Although there would be an incremental increase in the demand for these resources over the lifetime of the Project, given that these resources would be renewed over time, the development of the Project would not result in the irreversible commitment of renewable or slowly-renewable resources.

Non-renewable resources used during construction of the Project include natural gas, petroleum products, asphalt, petrochemical construction materials, steel, copper, and other metals, sand and gravel. These are considered to be commodities that, ultimately, are available in a finite supply. As stated in Draft EIR Section 5.15.2, Solid Waste, at least 65 percent of construction and demolition solid waste generated during construction of the Project would be diverted from landfills, reducing the consumption of non-renewable building materials. As discussed in Draft EIR Section 5.5, Energy, the use of non-renewable fossil fuels to power construction vehicles and equipment, including natural gas and diesel, would be temporary. Thus, given the temporary nature of construction activities, consumption of non-renewable resources during Project construction would result in a less than significant impact.

Non-renewable resources committed during operation of the Project would include electricity and natural gas. The finite supplies of these resources would be incrementally reduced, as the actions or processes which created these products occur over a long period of time and cannot replace those supplies consumed in the development and habitation of the Project site within its lifespan. However, as analyzed in Draft EIR Section 5.15.4, Electricity and Natural Gas, the Project's estimated electricity and natural gas demand would be within the anticipated service capabilities of SCE and SCGC, respectively. In addition, the Project would comply with Title 24 requirements and the County's Green Building Code ordinance, and includes numerous sustainable features from site design and orientation to opportunities for solar energy and electric vehicles (refer to Draft EIR Section 5.5 Energy), and thus, would not result in a significant impact with respect to these resources.

The demand for all such resources is expected to increase regardless of whether or not the Project builds out. The California Department of Finance ("DOF") indicates that the current population of California stands at approximately 38.34 million as of January 1, 2014. The DOF projects that the population of Southern California will lead the state's growth over the next 50 years (2010 to 2060), growing by 8.3 million to 31 million in population.

If not consumed by the Project, these resources would likely be committed to other projects in the region intended to meet this anticipated growth. Furthermore, the investment of resources in the Project would be typical of the level of investment normally required for a residential community of this scale. Provided that all standard building codes, including energy conservation standards, are followed, and with

inclusion of the multiple sustainable features described in this EIR, no wasteful use of energy or construction resources is anticipated.

No unique hazards are found on the Project site, and the Project proposes no uniquely hazardous uses. The Project site is located within a seismically active region and would be exposed to ground shaking in the event of a seismic event. Conformance with the regulatory provisions of the County of Los Angeles and the Uniform Building Code pertaining to construction standards would minimize, to the extent feasible, damage and injuries in the event of such an occurrence. The Project site also contains geotechnical hazards, including steep slopes and old landslides. Geotechnical hazards would be reduced by stabilization, removal, or redesign, and no significant impacts on the Project site are expected as a result of development of the Project (refer to Draft EIR Section 5.6, Geology and Soils).

In addition, a portion of the Project site had, in the past, had been used for crude oil production, and 10 abandoned oil wells are located throughout the property. Because crude oil is not considered to be a hazardous material, residential and recreational development in areas previously occupied by the oil production facilities and presently occupied by abandoned oil wells would not result in environmental safety hazards to future Project residents, employees, and/or visitors. Permanent development near abandoned wells (which is typical of similar oil/natural gas field operations throughout California) would be subject to the requirements and regulations of the Division of Oil and Gas of the California Department of Conservation and the County of Los Angeles Department of Public Works, Environmental Program Division. Compliance with these requirements would allow safe development of these areas to occur (refer to Draft EIR Section 5.8, Hazards and Hazardous Materials).

Given the above, no significant risk to human health or safety is expected to occur.

Potential Secondary Effects

CEQA Guidelines Section 15126.4(a)(1)(D) requires the effects of the proposed mitigation measures be discussed (in less detail than the significant effects of the Project) if a mitigation measure would cause one or more significant effects in addition to those that would be caused by the Project. With regard to this section of the State CEQA Guidelines, the potential impacts that could result with the implementation of each mitigation measure proposed for the Project was reviewed. The Commission finds

with respect to each potential secondary impacts that could occur as a result of the implementation of the Project mitigation measures that no significant impact will occur as a result of implementation of the mitigation measures as required pursuant to the MMRP.

1. Aesthetics

Mitigation Measure MM 5.1-1 relates to preparation of a lighting plan for the Project. These mitigation measures are procedural actions and would not result in physical secondary impacts. Therefore, no potential secondary impacts would occur.

2. Air Quality

Mitigation Measures MM 5.2-1 and **MM 5.2-2** pertain to Project construction and generally include standard measures, such as use of properly tuned and maintained construction equipment, maintenance of construction equipment to minimize exhaust emissions, and prohibition of idling in excess of 5 minutes. These mitigation measures would be beneficial in reducing air quality impacts during Project construction. No adverse secondary impacts would result as a result of implementation of these mitigation measures.

3. Biological Resources

Mitigation Measures MM 5.3-1 requires a habitat enhancement plan for western spadefoot toads. The plan does not require any activities what would result in secondary impacts. **Mitigation Measures MM 5.3-2**, **MM 5.3-3** and **MM 5.3-4** require surveys for various species on the Project site. These mitigation measures also allow the temporary halting of grading/construction activities under certain circumstances. Any secondary impacts resulting from implementation of these measures would be beneficial in that Project impacts to biological resources would be minimized.

Mitigation Measure MM 5.3-5 requires a Streambed Alteration Agreement with CDFW. The mitigation required for the streambed alteration would be designed to provide habitat by restoring Tributary 1 (as one option). The potential effects of this mitigation measure would be to enhance the vegetation on the Project site; therefore, these measures would result in a net benefit on the Project site and would not result in secondary effects. To comply with LACDPW requirements, the Project may not result in an increase in increased water discharges off site. Therefore, (and as discussed in Section 5.9.1

Hydrology) although the Project will result in modifications to an existing drainage, no offsite hydrologic impacts would occur.

Mitigation Measure MM 5.3-6 requires replacement of oak trees at a ratio 2:1. Implementation of this mitigation measure would be beneficial in reducing impacts to oak trees and would ensure compliance with applicable regulations. No adverse secondary impacts would result as a result of implementation of this mitigation measure.

Mitigation Measure MM 5.3-7 requires protective fencing for protecting oak trees on the Project site. **Mitigation Measure MM 5.3-8** places limits on activities within the protected zone of an oak tree. Any secondary impacts resulting from implementation of these measures would be beneficial in that Project impacts to biological resources would be minimized.

4. Cultural Resources

Mitigation Measure MM 5.4-1 pertains to archaeological resources. **Mitigation Measure MM 5.4-1** requires that if archaeological resources are found, construction activities shall cease, a qualified archaeologist shall be notified, and the archaeologist shall ensure that any resources are treated in accordance with Federal, State, and local guidelines Implementation of this mitigation measure would be beneficial in reducing impacts to archaeological resources and would ensure compliance with applicable regulations. No adverse secondary impacts would result as a result of implementation of this mitigation measure.

Mitigation Measure MM 5.4-2 pertains to paleontological resources. **Mitigation Measure MM 5.4-2** requires all encountered significant fossils to be collected by a qualified paleontologist. Implementation of this mitigation measure would be beneficial in reducing impacts to paleontological resources. No adverse secondary impacts would result as a result of implementation of this mitigation measure.

Mitigation Measure MM 5.4-3 requires the ceasing of construction excavation and grading activities if human remains are found and requires notification of the California Native American Heritage Commission. Implementation of this mitigation measure would be beneficial in reducing impacts to human remains and would ensure compliance with applicable regulations. No adverse secondary impacts would result as a result of implementation of this mitigation measure.

5. Energy

Impacts on energy resources would be less than significant and no mitigation measures would be required. Therefore, no potential secondary impacts would occur.

6. Geology and Soils

Mitigation Measures MM 5.6-1 through **MM 5.6-16** relate to construction of the Project. These measures would ensure cut slopes would be stable on the Project site. As these measures would ensure the overall safety of the Project and the slopes on the Project site, and cut and fill soils would be balanced on the Project site, no secondary effects would occur.

7. Greenhouse Gas Emissions

Impacts on greenhouse gas emissions would be less than significant and no mitigation measures would be required. Therefore, no potential secondary impacts would occur.

8. Hazards and Hazardous Materials

Mitigation Measures MM 5.8-1 and **MM 5.8-2** are all procedural steps that relate to compliance with existing regulations. Adherence to these measures would ensure safety on the Project site and would not result in any secondary effects.

9. Hydrology

Impacts on hydrology would be less than significant and no mitigation measures would be required. Therefore, no potential secondary impacts would occur.

10. Land Use and Planning

Impacts on land use would be less than significant and no mitigation measures would be required. Therefore, no potential secondary impacts would occur.

11. Noise

Mitigation Measure MM 5.11-1 includes requirements to reduce noise during construction such as limiting construction times and equipment. Implementation of this mitigation measure would be beneficial in reducing noise impacts and not result in adverse secondary impacts.

12. Public Services

Library

Mitigation Measure MM 5.12.1-1 is a procedural measure requiring the payment of fees to the library. This is a procedural action. No secondary impacts would result as a result of implementation of this mitigation measure.

Education

Mitigation Measure MM 5.12.2-1 is a procedural measure requiring the payment of school mitigation fees. This is a procedural action. No secondary impacts would result as a result of implementation of this mitigation measure.

Sheriff

Mitigation Measures MM 5.12.3-1 and **MM 5.1.3-2** are procedural measures requiring the payment of fees and submission of a lighting plan. These are procedural actions. No secondary impacts would result as a result of implementation of these mitigation measures.

Fire Service

Mitigation Measure MM 5.12.4-1 requires clearance of vegetated areas on the Project site prior to the start of construction. This is a safety measures that would reduce the potential for fires on the Project site. As discussed in **Section 5.3, Biological Resources**, no protected oak trees or sensitive habitat would be impacted by the fuel modification. Any secondary effect that would occur would be beneficial.

Mitigation Measures MM 5.12.4-2 through **MM 5.12.4-8** are procedural actions that include submittal of access plans and general construction requirements to ensure compliance with Fire Department standards. These measures would increase the overall safety on the Project site. Any secondary effect that would occur would be beneficial.

13. Recreation

Impacts on recreation would be less than significant and no mitigation measures would be required. Therefore, no potential secondary impacts would occur.

14. Transportation/Traffic

Mitigation Measure MM 5.14-1 requires a performance bond to monitor the need for a signal at the Project site entrance. This is a procedural action. No secondary effects would occur.

15. Utilities

Water Supply

Mitigation Measure MM 5.15.1 is a procedural action that requires the Application to demonstrate the water district's commitment to serve the Project site. No secondary effects would occur.

Solid Waste

Impacts to solid waste facilities from operations of the Project and cumulative operations with other projects in the region would be significant and unavoidable. No mitigation measures are known to be available that would mitigate significant impacts to a level of insignificance. Therefore, no potential secondary impacts would occur.

Wastewater

Impacts from wastewater generation would be less than significant and no mitigation measures would be required. Therefore, no potential secondary impacts would occur.

Electricity and Natural Gas

Impacts associated with consumption of energy and natural gas would be less than significant and no mitigation measures would be required. Therefore, no potential secondary impacts would occur.

SECTION 6
FINDINGS REGARDING ALTERNATIVES

Alternatives to the Project described in the Draft EIR were analyzed and considered. The Commission hereby finds that the alternatives discussed in the Draft EIR constitute a reasonable range of alternatives for consideration and allowed for informed decision making among the alternatives as well as to direct specific changes to the Project.

The Draft EIR concluded that the "No Project/No Development" Alternative (Alternative 1) was the environmentally superior alternative. However, as specified in State CEQA Guidelines Section 15126.6(e)(2), if the No Project Alternative is the environmentally superior alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. Of the remaining alternatives considered, the "Alternate Grading/Reduced Density Alternative" (Alternative 3) was considered the environmentally superior alternative. However, this alternative, as well as Alternative 2, would not fully achieve the Project's underlying purpose and primary objective, and would either partially achieve or not achieve the 23 specific Project Objectives, and are therefore rejected for the specific economic, legal, social, technological, and/or other considerations set forth below. Therefore, the "No Barcelona Road Extension Alternative" (Alternative 4) was selected as the preferred alternative.

Project Objectives

Land Use Planning Objectives

a. Provide development that is compatible with surrounding communities and provides a transition between the master planned single-family developments to the north and east of the Project site and the more rural residential uses and undeveloped land to the west of the Project site.
b. Provide development that is consistent with the land uses and other policies and goals of the Santa Clarita Valley Area Plan (2012) and regulations in the Castaic CSD applicable to the Project site.
c. Provide a project that can help to accommodate projected regional growth in a location that is designated for urban development under the Santa Clarita Valley Area Plan (2012) adjacent to existing and planned infrastructure, services,

transportation corridors, and major employment centers.

d. Provide new housing on underutilized/graded land that will meaningfully contribute to addressing the housing needs for the Santa Clarita Valley as projected by the Santa Clarita Valley Area Plan (2012).
e. Develop housing in areas of the County designated for urban development to meet Countywide housing needs and to avoid leapfrog development.
f. Locate development in a manner that preserves regionally significant natural resource areas, sensitive habitat, and major landforms.
g. Foster the design and integration of the natural and built environments, and implement sensitive land use transition treatments, attractive streetscapes, and high quality design themes to create an attractive community and appropriate transitions between neighboring uses.
h. Provide neighborhood and secondary park and recreation areas, pedestrian and multi-purpose trails with a range of recreational opportunities for the community, which satisfy park dedication requirements and meet the recreational needs of local residents in a manner compatible with protection of natural resources.
i. Provide a project that is compliant with the County's Healthy Design Ordinance.
j. Provide a residential development with substantial common amenities such open space, parkland, trails, landscaping and clubhouse, pool(s) and related recreational opportunities available to residents.
k. Improve upon the current aesthetics of the graded, partially developed Project site.
l. Minimize the size and extent of retaining walls.

Mobility Objectives

a. Provide a safe, efficient, and aesthetically attractive street system with convenient connections to regional transportation routes.
b. Provide an efficient street circulation system that minimizes impacts on residential neighborhoods and environmentally sensitive areas.
c. Provide a highly livable, outdoor, pedestrian-friendly environment that encourages pedestrian, bicycle and equestrian uses by incorporating or providing access to trails and streets in a manner consistent with the County's Healthy Design Guidelines.
d. Enhance roadway connections to surrounding neighborhoods to increase mobility within the area, provide emergency access for residents of the Project and surrounding communities, and provide access for emergency services

personnel.

Resource Conservation Objectives

a. Incorporate sustainable development principles, including energy efficiency, waste reduction, drought-tolerant landscaping, use of water efficiency measures, and use of recycled materials and renewable energy resources.
b. Restore and minimize impacts to important biotic resources and mitigate degraded habitat areas.
c. Minimize impacts to existing oak trees and incorporate, where possible, new oak trees into public spaces.
d. Balance grading on the Project site to avoid a need to import or export dirt for development.

Economic Objectives

a. Provide a project that will invigorate the local economy, employment, and business opportunities through project construction and through the expenditures of its future residents.
b. Provide a project that will be financially feasible to develop and market and that will provide a return commensurate with the risk of development.
c. Provide a project that utilizes the existing grading and infrastructure completed from 2006 through 2008, to the extent feasible.

Alternatives Considered But Not Evaluated.

Several potential alternatives were considered but rejected as infeasible, and therefore were not analyzed in detail in the Draft EIR. They included siting the Project at an alternative location. Since it is unlikely that development of another site with the proposed Project uses would substantially reduce significant environmental impacts (and may even have greater environmental impacts), and because the Project Applicant does not own any other unentitled properties in the Project area, this alternative was rejected from further consideration. In addition, an alternative including multifamily residential uses was rejected because it was not consistent with existing zoning or Castaic CSD requirements, it did not reduce any of the significant impacts of the Project, and its development would create impacts that were not caused by the Project. Similarly, a mixed-use development alternative, as well as an all commercial development alternative, were considered but rejected due to their lack of economic viability, failure to reduce the significant impacts of the Project, and failure to meet the

Project's objectives.

<u>Alternative 1, The "No Project/No Development" Alternative</u>

Description of Alternative

Under this alternative, the Project site would remain in its present partially graded, highly disturbed condition.

Comparison of Effects

None of the potential Project-related impacts identified in the Draft EIR would occur under the "No Project/No Development" alternative. However, the selection of the "No Project/No Development" alternative would preclude any of the development proposed under the Project, and consequently would not achieve the Project's underlying purpose and primary objective or any of the 23 specific Project Objectives.

Finding

The "No Project/No Development" alternative is rejected because it fails to meet any of the Project objectives identified in the Draft EIR, and would not provide any of the Project benefits as set forth herein.

Rationale for Finding

The "No Project/No Development" alternative would fail to meet the Project's purpose to provide housing on the previously graded and vacant Project site. Alternative 1 would also not meet any of the Project's land use and planning objectives, economic objectives, or mobility objectives. The only Project Objective that would be partially met would be the following resource conservation objective:

d. Minimize impacts to existing oak trees and incorporate, where possible, new oak trees into public spaces.

Under Alternative 1, certain benefits associated with the Project would also not occur. For example, the No Project/No Development Alternative would not produce housing to meet regional housing needs, provide any economic benefits, or result in the creation of community serving recreational amenities, including a 7.45-acre neighborhood park, 4.5 miles of pedestrian trails and the dedication of a multi-use trail easement for the continuation of the Hasley Canyon Trail.

Alternative 2, Prior Entitlements Alternative

Description of Alternative

Under the Prior Entitlements Alternative, the Project would be developed in accordance with the Prior Entitlements. Specifically, this alternative would develop the Project site with a total of 209 single-family dwelling units on lots greater than 15,000 square feet, reducing the number of proposed dwelling units by 288 when compared to the Project. Alternative 2 would accommodate approximately 740 residents (calculated as 3.54 persons per dwelling), and would also develop an approximately 243-acre 18-hole public golf course including a practice range, a nursery, a maintenance yard, parking, and a 30,000 square foot clubhouse on moderate slopes and disturbed areas of the Project site. In sum, approximately 85 acres of the Project site would be graded for 209 single-family home lots, 243 acres would be graded for an 18-hole golf course facility and parks, 35 acres would be graded for public and private streets, and 67 acres would remain open space. To build out this alternative, the westerly ridgeline would need to be graded. For that reason, it is estimated that an additional 10 million cy of combined cut and fill (that would be balanced on-site) would be necessary to construct Alternative 2.

Comparison of Effects

Because the Prior Entitlements are adopted and vested entitlements that remain in effect, development of the project described by Alternative 2 would be subject to the environmental analysis and mitigation measures described in the Prior Final EIR and not in this document. Since the adoption of the Prior Entitlements, there have been changes in the standard methodologies used to evaluate impacts to air quality, traffic, and greenhouse gas emissions that make comparison of the impacts achieved by the Prior Final EIR and this EIR difficult. Thus, for informational purposes only and to provide a meaningful comparison of the environmental impact of the Project and of Alternative 2, quantitative analysis of Alternative 2 with respect to air quality, greenhouse gas emissions and traffic was performed using the same methodology described in Section 5.0 of the Draft EIR. This methodology allows a comparison between the Project and the Alternative 2 scenarios to better allow an understanding of the similarities and differences between these two development proposals. In addition, where a subsequent change in regulations might mean that an impact not deemed to be significant under the Prior EIR would be significant under the current regulatory scheme, this information is also provided for informational purposes only, however no new

determination of significance is made as the Prior Entitlement would be subject to the determinations and mitigation established by the Prior Final EIR and Prior Entitlement conditions only.

With respect to significant and unavoidable impacts of the Project, Alternative 2 would not reduce any of the significant unavoidable impacts of the Project, including air quality, noise, and solid waste, to a less than significant level. As compared with the Project, Alternative 2 would result in greater air quality (construction) impacts, but would have fewer, although still significant and unavoidable, construction noise and cumulative and project-level solid waste impacts. As with the Project, the remaining impact areas would be less than significant (with mitigation) under Alternative 2. In those cases where impacts are population driven, such as public services and utilities, including solid waste, impacts would be incrementally reduced under this alternative as the total population on the Project site would be reduced. One exception would be water supply, as the inclusion of the golf course would result in greater water demand than the Project. Additionally, because this alternative would not require any new entitlements and, therefore, would not need to undertake hydromodification on the Project site, impacts such as hydrology, water quality and biology would also be greater than the Project. Similarly, impacts to aesthetics, hazards and cultural resources (where no new mitigation would be implemented) would also be greater.

Finding

The Alternative fails to meet many of the Project Objectives, and would not reduce any of the significant unavoidable impacts of the Project. For these reasons, this Alternative is rejected.

Rationale for Finding

With respect to significant and unavoidable impacts of the Project, Alternative 2 would not reduce any of the significant unavoidable impacts of the Project, including air quality, noise, and solid waste to a less than significant level. Moreover, Alternative 2 is considered environmentally inferior to the Project as it would result in greater impacts with respect to aesthetics (westerly ridgeline), air quality (construction), water use and land use (inconsistency with Santa Clarita Valley Area Plan (2012) policies on ridgeline development) as compared to the Project. Further, this alternative would incrementally increase (though not to a level of significance) impacts with respect to biological resources, cultural resources, hazards, hydrology and water quality.

In addition, the Prior Entitlements Alternative does not meet several of the basic Project Objectives. Specifically, Land Use Planning Objective f. (Locate development in a manner that preserves regionally significant natural resource areas, sensitive habitat, and major landforms), would not be met, as development would occur on all but 67 acres (84 percent) of the Project site. Further, under Alternative 2, major landforms (i.e., the westerly ridgeline) would be removed to accommodate development. In addition, Land Use Planning Objectives h, I, and j would not be met, for though Alternative 2 would provide a publically accessible golf course, there would be no secondary park and recreation areas, pedestrian and multi-purpose trails, nor would a vineyard or orchard be provided.

In addition, Mobility Objective c. would not be met, for other than the golf course, which is a specialized use, Alternative 2 would not provide any amenities that encourage pedestrian, bicycle and equestrian use. Resource Conservation Objective a. would also not be met, for although it would be obligated to comply with current building and energy code requirements, Alternative 2 would not incorporate any voluntary specific energy efficiency or waste reduction measures. In addition, the inclusion of a golf course would not be consistent with the objective of drought tolerant landscaping due to the amount of water necessary to maintain greens and fairways. Lastly, Resource Conservation Objective b. would not be met, because although Alternative 2 would mitigate impacts to biotic resources, it does not include any specific provisions for the restoration of the existing resources on the Project site, as the Project does.

Alternative 3, Alternate Grading Plan/Reduced Density Alternative

Description of Alternative

This Alternative analyzes 328 single-family residences, to be located on minimum 7,000 square foot lots with a total of 328 single-family residences. Alternative 3 includes grading of approximately 170 acres. The estimated population would be approximately 1,161 residents (calculated as 3.54 persons per single-family dwelling). This Alternative seeks to combine a reduction in the intensity of development on the Project site with a reduction in overall grading, including by reducing the overall footprint of development on-site and retaining the westerly ridgeline in its existing configuration. This alternative would constrain development within the 170 acres of the Project site within the limits of grading carried out as part of the Prior Entitlements, would leave as undeveloped certain areas of the Project site that had previously been disturbed for golf

course uses in the 1960s and for oil well development, and would create an artificial boundary (i.e., one not developed to achieve any environmental purpose other than grading reduction) at the physical stopping point for grading in 2008 when the work on the Prior Entitlements project ceased. This Alternative would require the grading of an additional 2.2 million cy of combined cut and fill (balanced on-site) to finish the mass grading and fine grading of roadways and home pads consistent with the proposed layout of this alternative. The remains of the easterly ridgeline would also be removed under this alternative.

Comparison of Effects

Similar to the Project, Alternative 3 results in significant and unavoidable impacts related to air quality (construction) and noise (construction). Construction noise impacts would decrease due to the reduction in overall grading associated with this alternative and the fact that the Barcelona extension would not be constructed, but would remain significant and unavoidable along Hayward Drive and Hasley Canyon Road during construction in those areas. Construction related air quality would be reduced overall due to the shorter time frame to complete the grading. In addition, certain land use impacts (i.e., consistency with Castaic CSD requirements related to the ridgelines), although determined to be less than significant under the Project, would be incrementally reduced with this alternative as no grading other than remedial grading would occur on the westerly ridgeline. However, certain other land use impacts (i.e., reduction in lot size below requirements in the Castaic CSD) would be greater with Alternative 3 than with the Project, but still not significant if a CUP or other exemption is granted by the County enabling the reduced lot size averages.

Because Alternative 3 would result in a reduction in the number of residents on the Project site, operation impacts for topic areas that vary based on population (i.e., water consumption, wastewater generation, traffic, energy use, education, library services, sheriff and fire services, geology and soils, hazards, etc.) would all be incrementally reduced compared to the Project. However, even with substantially reduced unit counts, significant unavoidable impacts remain with respect to solid waste disposal. As with the Project, project level and cumulative solid waste (operation) would remain significant and unavoidable under Alternative 3.

In addition, while the total number of trips would be reduced as fewer units are constructed, there remains under all alternatives a significant (but mitigated) cumulative impact at the intersection of Henry Mayo Drive and Commerce Drive.

Finding

The Alternative would result in significant and unavoidable impacts related to air quality (construction) and noise (construction), while failing to achieve several of the basic Project Objectives. For these reasons, the Alternative is rejected.

Rationale for Finding

While Alternative 3, like the Project, results in significant and unavoidable impacts related to air quality (construction) and noise (construction), it would also incrementally reduce the construction related air quality impact by reducing the overall amount of grading to be conducted on the Project site, and would incrementally reduce construction noise impacts, as no Barcelona Road extension would be included with this alternative. In addition, impacts that are variable dependent upon total on-site population, such as public services and utilities, including solid waste impacts, would be incrementally reduced under this alternative as the total population on the Project site would be reduced as compared with the Project. This alternative would also reduce impacts to aesthetics and land use by eliminating further grading (other than remedial grading) on the westerly ridgeline by eliminating the Barcelona Road extension. The elimination of the Barcelona Road extension under Alternative 3 and the associated reduction in regional connectivity would not create new land use impacts, as this connection is not shown or required by the General Plan or other County land use maps, and is not proposed to extend beyond the boundaries of the Project. As a result the elimination of the proposed roadway extension through the Project site would not affect the consistency of the Project with the General Plan policies related to regional connectivity, and therefore, would not result in new environmental impacts related to land use. As such, this alternative would be environmentally superior to the Project.

However, this alternative would not meet several basic project objectives. Specifically, while this alternative would achieve Land Use and Planning Objective c, it would be to a lesser extent than the Project, as this alternative would only accommodate 1,161 residents on the Project site, or 598 fewer residents than the Project. Similarly, Land Use and Planning Objective d. would be achieved to a lesser extent than the Project, as 328 housing units would be provided on the Project site, or 169 fewer housing units than the Project.

Land Use and Planning Objective g. would not be achieved, as this Alternative would not provide high quality design amenities such as the citrus grove and orchard,

on-site pedestrian trails and a 7.45-acre park. These features would necessarily be eliminated to maximize the number of single-family homes within the smaller area. In addition, Land Use and Planning Objectives h., i., and j. would only be partially achieved, as Alternative 3 would provide open space and three small pocket parks, but would not include amenities such as the neighborhood and secondary parks and recreation areas, clubhouse, pool, and pedestrian and multi-purpose trails.

This Alternative would fail to achieve Mobility Objective c., as pedestrian-friendly Project amenities such as the pedestrian trails, as well as the multi-use trail, would not be included as part of the alternative. Mobility Objective d. would only be partially achieved, as Hayward Drive would be extended to the east; however, the Project's Barcelona Road extension would not be included.

Economic Objective a. would only be partially met, as this alternative would provide some construction business opportunities; however, because 598 fewer residents would be located on the Project site once built out, future revenues in the area would be less than with the Project. Economic Objective b. would not be met, as the 328 residential units would not be sufficient to provide a return commensurate with the risk of development. Development of the Project will require significant investment in on-site and off-site infrastructure and other on-site and off-site grading and construction work, in addition to the amounts previously expended in site development and in developing and dedicating a water well to LACWWD 36. Development of housing on the Project site must be of sufficient quantity and value to allow the developer to obtain repayment and an industry standard profit margin or construction on the Project site will not take place. If the Project does not achieve this goal, no additional development will take place on the Project site.

Therefore, although Alternative 3 is the environmentally superior alternative, because it fails to meet several key Project Objectives, it is not the preferred alternative.

Alternative 4, No Barcelona Road Extension Alternative

Description of Alternative

Under this Alternative, the Project would be developed as described with the exception that the Barcelona Road extension would not be completed. The extension of Barcelona Road would require the improvement of approximately 1,500 feet of roadway to connect the existing Barcelona Road to the Project site. Construction of the roadway would require approximately 49,500 cy of cut and 82,500 cy of fill. Grading for the

Project would continue to be balanced on site. All other elements of the Project would remain the same. Under this, the Project would continue to meet fire safety and public access requirements by providing two means of access, with primary access provided to the Project site from Hasley Canyon Drive, and secondary access provided via Hayward Drive, which has previously been graded from its current terminus onto the Project site. However, by removing the Barcelona Road extension, the Project would not provide access to the residential area and schools to the north of the Project site and therefore, residents of adjoining neighborhoods to the north would not obtain pedestrian, bicycle, and other vehicular linkages to adjoining neighborhoods, trail systems and parks on the Project site, or direct access to Hasley Canyon Road.

Comparison of Effects

Alternative 4 would result in the same significant and unavoidable impacts related to air quality (construction), noise (construction) and project-level and cumulative solid waste as the Project. However, there would be an incremental reduction in various impacts, including with respect to land use (as a lesser or no Castaic CSD exception would be required), air quality and noise (through reduction in the overall amount of grading and infrastructure construction at the Project site), aesthetics (through the removal of the Barcelona Road extension across the westerly ridgeline), electrical (removal of Barcelona Road extension street lighting) and water use (through the removal of landscaping along Barcelona Road). The alternative would change traffic flow resulting in a minor redistribution of trips to the Hasley Canyon Road and Hayward Drive roadways. There would be a reduction in regional connectivity compared to the Project, but it would not be a significant impact as the Project would still provide two points of access, as required. All other impacts would be the same as the Project.

Finding

The Alternative does not avoid the Project's significant and unavoidable environmental impacts, and does not meet the key Project Objectives to the same extent as the Project. For these reasons, while the Alternative is the preferred alternative to the Project, it was not selected.

Rationale for Finding

Alternative 4 would incrementally reduce the Project's significant and unavoidable impacts related to air quality (construction), noise (construction) and project-level and cumulative solid waste; however, these impacts would remain

significant and unavoidable. Alternative 4 would result in a reduction of the Project's less than significant impacts to aesthetics, by avoiding changes to views from the north of the Project (viewpoint 1), and by eliminating street lighting along the proposed Barcelona extension, thereby reducing overall night lighting. Alternative 4 would also result in a reduction of the Project's less than significant land use impacts use by eliminating further grading (other than remedial grading) on the westerly ridgeline, thereby limiting the need for an exception to the Castaic CSD, but, as compared with the Project, Alternative 4 would reduce regional connectivity by eliminating the Barcelona Road extension. The elimination of Barcelona Road under Alternative 4 and the associated reduction in regional connectivity would not create new land use impacts, as this connection is not shown or required by the General Plan or other County land use maps, and is not proposed to extend beyond the boundaries of the Project. As a result the elimination of the proposed roadway extension through the Project site would not affect the consistency of the Project with the General Plan policies related to regional connectivity, and therefore, would not result in new environmental impacts related to land use. All other impacts of Alternative 4, while potentially incrementally reduced, would be similar to the Project's less than significant impacts.

Because this Alternative includes all of the same amenities and the same number of single-family residential units, all of the land use, mobility, economic and resource conservation objectives of the Project would be met. However, Land Use and Planning Objective h., which would continue to be achieved through the location of trails and the multi-purpose trail overall trails on the Project site, would be reduced with the removal of the Barcelona Road extension, and access to open space by residents living on the Project site and to the north of the Project site as compared with the Project. Therefore, while this objective would be met, it would be to a lesser extent than the Project.

In addition, Mobility Objective d. would be partially achieved as Hayward Drive would be extended to the east. However, this Alternative would not include the Barcelona Road extension; therefore, while this objective would be met, it would not be to the same extent as the Project.

Although Alternative 3 was identified as the environmentally superior alternative, it would not meet one of the key objectives of the Project; Therefore, Alternative 4 is the

preferred alternative.

SECTION 7
FINDINGS REGARDING MITIGATION MONITORING PROGRAM

Section 21081.6 of the Public Resources Code requires that when a public agency is making the findings required by State CEQA Guidelines Section 15091(a)(1), codified as Section 21081(a) of the Public Resources Code, the public agency shall adopt a mitigation monitoring and reporting program ("MMRP") for the changes to the Project which it has adopted or made a condition of approval, in order to mitigate or avoid significant effects on the environment.

The County hereby finds that the MMRP, which is attached as Exhibit A to these Findings and incorporated in the Project's entitlement approvals, meets the requirements of Section 21081.6 of the Public Resources Code by providing for the implementation and monitoring of Project conditions to mitigate or avoid potential environmental effects in a manner designed to ensure compliance during Project implementation.

SECTION 8
STATEMENT OF OVERRIDING CONSIDERATIONS

Section 21081 of the California Public Resources Code and Section 15093(b) of the State CEQA Guidelines provide that when the decisions of the public agency allows the occurrence of significant impacts identified in the EIR that are not substantially lessened or avoided, the lead agency must state in writing the reasons to support its action based on the EIR and/or other information in the record. Chapter II of the County's CEQA Guidelines incorporates all of the State CEQA Guidelines and thereby requires, pursuant to Section 15093(b) of the State CEQA Guidelines, that the decision maker adopt a Statement of Overriding Considerations at the time of approval of a project if it finds that significant adverse environmental effects identified in the EIR cannot be substantially lessened or avoided. To adopt a Statement of Overriding Considerations, the decision-maker must balance the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable." These findings incorporate and state the Statement of Overriding Considerations adopted for the Project.

The findings and this Statement of Overriding Considerations are based on substantial evidence in the record, including but not limited to the EIR, including the reference library to the EIR, and documents and materials that constitute the record of proceedings.

The Draft EIR identified and discussed significant effects that will occur as a result of the Project. With the implementation of the mitigation measures discussed in the Draft EIR, these effects can be mitigated to levels of insignificance except for potential unavoidable significant impacts regarding construction period air quality and construction period noise, as well as operational solid waste resources, as identified in Section 3 of these findings. Accordingly, the Commission adopts the following Statement of Overriding Considerations. The Commission recognizes that significant and unavoidable impacts would result from implementation of the Project. Having (i) reduced the significant adverse environmental effects of the Project by incorporating the Project Design Features into the Project, (ii) adopted all feasible mitigation measures described above and in the Draft EIR and Mitigation Monitoring and Reporting Program, (iii) rejected certain alternatives to the Project (as analyzed in the EIR), (iv) recognized all significant, unavoidable impacts, and (v) balanced the benefits

of the Project against the Project's significant and unavoidable impacts, the Commission hereby finds that the benefits of the Project outweigh the potential unavoidable significant adverse impacts, and that the unavoidable significant adverse impacts are nonetheless acceptable, based on the following overriding considerations.

Summarized below are the benefits, goals and objectives of the Project. These provide the rationale for approval of the Project. Any one of the overriding considerations of economic, social, aesthetic and environmental benefits individually would be sufficient to outweigh the significant unavoidable impacts of the project and justify the approval, adoption or issuance of all of the required permits, approvals and other entitlements for the project and the certification of the completed Final EIR.

1. The Project will improve upon the current aesthetics of the partially graded, visually degraded Project site.
2. The Project will provide a well-designed development that is compatible with and complementary to surrounding uses.
3. The Project will provide a transition between the master planned single-family developments to the north and east of the Project site and the open space and equestrian estate homes to the west.
4. The Project will provide a development that is consistent with the land uses and other policies and goals of the Santa Clarita Valley Area Plan (2012) and the regulations in the Castaic CSD.
5. The Project will provide new housing on underutilized/graded land to accommodate projected regional growth in a location that is adjacent to existing and planned infrastructure, services, transportation corridors, and major employment centers.
6. The Project will locate development within the Project site to preserve regionally significant natural resource areas, sensitive habitat, and major landforms.
7. The Project will provide a residential development with substantial recreational opportunities and common amenities such as pedestrian and bike trails, open space, parkland, and landscaping.
8. The Project will conform to all required sustainability and conservation measures, and will include significant additional sustainable features.
9. The Project will mitigate, to the extent feasible, its potential environmental impacts.

In addition, the development and use of the Project will accomplish the Project

Objectives described in the EIR, including the following:

Land Use Planning Objectives

a. Provide development that is compatible with surrounding communities and provides a transition between the master planned single-family developments to the north and east of the Project site and the more rural residential uses and undeveloped land to the west of the Project site.
b. Provide development that is consistent with the land uses and other policies and goals of the Santa Clarita Valley Area Plan (2012) and regulations in the Castaic CSD applicable to the Project site.
c. Provide a project that can help to accommodate projected regional growth in a location that is designated for urban development under the Santa Clarita Valley Area Plan (2012) adjacent to existing and planned infrastructure, services, transportation corridors, and major employment centers.
d. Provide new housing on underutilized/graded land that will meaningfully contribute to addressing the housing needs for the Santa Clarita Valley as projected by the Santa Clarita Valley Area Plan (2012).
e. Develop housing in areas of the County designated for urban development to meet Countywide housing needs and to avoid leapfrog development.
f. Locate development in a manner that preserves regionally significant natural resource areas, sensitive habitat, and major landforms.
g. Foster the design and integration of the natural and built environments, and implement sensitive land use transition treatments, attractive streetscapes, and high quality design themes to create an attractive community and appropriate transitions between neighboring uses.
h. Provide neighborhood and secondary park and recreation areas, pedestrian and multi-purpose trails with a range of recreational opportunities for the community, which satisfy park dedication requirements and meet the recreational needs of local residents in a manner compatible with protection of natural resources.
i. Provide a project that is compliant with the County's Healthy Design Ordinance.
j. Provide a residential development with substantial common amenities such open space, parkland, trails, landscaping and clubhouse, pool(s) and related recreational opportunities available to residents.
k. Improve upon the current aesthetics of the graded, partially developed Project site.
l. Minimize the size and extent of retaining walls.

Mobility Objectives

a. Provide a safe, efficient, and aesthetically attractive street system with convenient connections to regional transportation routes.
b. Provide an efficient street circulation system that minimizes impacts on residential neighborhoods and environmentally sensitive areas.
c. Provide a highly livable, outdoor, pedestrian-friendly environment that encourages pedestrian, bicycle and equestrian uses by incorporating or providing access to trails and streets in a manner consistent with the County's Healthy Design Guidelines.
d. Enhance roadway connections to surrounding neighborhoods to increase mobility within the area, provide emergency access for residents of the Project and surrounding communities, and provide access for emergency services personnel.

Resource Conservation Objectives

a. Incorporate sustainable development principles, including energy efficiency, waste reduction, drought-tolerant landscaping, use of water efficiency measures, and use of recycled materials and renewable energy resources.
b. Restore and minimize impacts to important biotic resources and mitigate degraded habitat areas.
c. Minimize impacts to existing oak trees and incorporate, where possible, new oak trees into public spaces.
d. Balance grading on the Project site to avoid a need to import or export dirt for development.

Economic Objectives

a. Provide a project that will invigorate the local economy, employment, and business opportunities through project construction and through the expenditures of its future residents.
b. Provide a project that will be financially feasible to develop and market and that will provide a return commensurate with the risk of development.
c. Provide a project that utilizes the existing grading and infrastructure completed from 2006 through 2008, to the extent feasible.

SECTION 9
SECTION 15091 AND 15092 FINDINGS

Based on the foregoing findings and the information contained in the record, the Regional Planning Commission has made one or more of the following findings with respect to each of the significant adverse effects of the Project:

a. Changes or alterations have been required in, or incorporated into, the Project that mitigate or avoid many of the significant environmental effects identified in the Final EIR.
b. Some changes or alterations are within the responsibility and jurisdiction of another public agency and such changes have been adopted by such other agency, or can and should be adopted by such other agency.
c. Specific economic, legal, social, technological or other considerations make infeasible the mitigation measures or alternatives identified in the Final EIR.

Based on the foregoing findings and the information contained in the record, and as conditioned by the foregoing:

a. All significant effects on the environment due to the Project have been eliminated or substantially lessened where feasible.
b. Any remaining significant effects on the environment found to be unavoidable are acceptable due to the overriding considerations set forth in the foregoing Statement of Overriding Considerations.

SECTION 10
SECTION 21082.1(c)(3) FINDINGS

In approving the Project, the County decision-makers have reviewed and considered the Draft EIR and appendices, the Final EIR and appendices, and all other pertinent evidence in the record of proceedings.

The Applicant's consultants prepared the screen check versions of the Draft EIR, Final EIR and technical studies. All such materials and all other materials related to the EIR were extensively reviewed and, where appropriate, modified by the Department of Regional Planning or other County representatives. As such, pursuant to Public Resource Code § 21082.1(c)(3), the Commission finds that the Draft EIR, Final EIR, technical studies, and all other related materials reflect the independent judgment and analysis of the Lead Agency.

SECTION 11
NO RECIRCULATION

The Final EIR documents changes to the Draft EIR. The Final EIR provides additional analysis that was not included in the Draft EIR. Furthermore, Responses To Comments contained in the Final EIR fully considered and responded to comments claiming that the project would have significant impacts or more severe impacts not disclosed in the Draft EIR. Furthermore, the Responses To Comments include substantial evidence that none of these comments provided substantial evidence that Project would result in changed circumstances, significant new information, considerably different mitigation measures, or new or more severe significant impacts than were discussed in the Draft EIR. The County staff and Regional Planning Commission, have thoroughly reviewed the public comments received regarding the Project and the Final EIR to determine whether any of the public comments provide substantial evidence that would require recirculation of the EIR prior to its adoption.

The Commission hereby finds, consistent with CEQA Guidelines section 15088.5, that no significant new information requiring further recirculation of the EIR has occurred. Specifically, the Commission finds, based on the substantial evidence presented to it during the period between circulation of the Draft EIR and the date of adoption by the Commission of these findings that: (1) no new significant environmental impact would result from the Project or from a new mitigation measure proposed to be implemented; (2) no substantial increase in the severity of an environmental impact would result from the Project; (3) no feasible project alternative or mitigation measure considerably different from others previously analyzed has been proposed that would clearly lessen the significant environmental impacts of the Project; and (4) the Draft EIR is not so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

SECTION 12
CUSTODIAN OF RECORDS

The custodian of the documents or other material which constitute the record of proceedings upon which the Regional Planning Commission's decision is based is the Department of Regional Planning located at 320 West Temple Street, Los Angeles, California 90012.